

Appendix T

Marion Comprehensive Plan Update and Addendum 2006

DRAFT

**COMPREHENSIVE PLAN
UPDATE AND ADDENDUM
FOR
THE CITY OF MARION, KENTUCKY
2006**



**Prepared for the
MARION PLANNING COMMISSION
March 2, 2006**

This Document is an Update and Addendum to the 1998 Comprehensive Plan

**Prepared By:
The Pennyrile Area Development District
300 Hammond Drive
Hopkinsville, KY 42240**

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January 13, 2006

This Document is an Update and Addendum to the 1998 Comprehensive Plan

**Prepared By:
The Pennyrile Area Development District
300 Hammond Drive
Hopkinsville, KY 42240**

The Marion Comprehensive Plan City of Marion, Kentucky

Adopted

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CHAPTER I

INTRODUCTION

A Comprehensive Plan is a document prepared to help guide the future growth and development of a community. Basically such a plan should be:

Comprehensive – A plan should cover all geographic parts of a community and all activities that affect physical development.

General – A plan is not supposed to be a straightjacket, it simply summarizes policies and proposals and is intended to provide flexibility.

Long range – The plan strives to present a vision of the future of the community. While addressing short term issues and problems, its main function is to look beyond current conditions to those desired 20 years from now.

This plan is designed as a tool to be used by all decision makers, both public and private. In so doing, this plan reflects the expressed desires of the community, serves as a guide to decision making (e.g., zoning changes and development plan reviews) and outlines governmental strategies that can be employed to accomplish the various components of this plan.

In order to be effective, a Comprehensive Plan must be evaluated at least every five (5) years to insure that it will still guide the community in the most appropriate direction. This plan is the result of the efforts of the Marion Planning Commission to re-evaluate and update the 1998 Comprehensive Plan. The 2006 Comprehensive Plan Update and Addendum is not intended to replace the 1998 Comprehensive Plan. It is intended to update those elements that were deemed to be in need of some revisions since the 1998 Plan was aborted. If an element or policy in the 2006 Comprehensive Plan Update and Addendum contradicts an element or policy in the previous adopted 1998 Comprehensive Plan, the 2006 Plan Addendum will supersede the policies in the older 1998 Comprehensive Plan.

LEGAL FRAMEWORK

The Kentucky Revised Statute, Chapter 100 provides the enabling legislation for planning and plan implementation (zoning ordinances, subdivision ordinances, official maps etc.) to local governments. Several parts of Chapter 100 are related to the preparation and use of the Comprehensive Plan. Following is a brief synopsis of those sections of Chapter 100.

100.183 Comprehensive Plan Required. This section requires each Planning Commission to prepare a plan “which shall serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships.”

100.187 Contents of Comprehensive Plan. This section outlines the basic components of the plan. They include: A statement of the Goals and Objectives, a land use

element, a transportation plan element, a community facilities element, and other elements that will further serve the purposes of the plan.

100.191 Research Requirements for Comprehensive Plan. Section 191 sets forth the basic research which must be done during the preparation of the plan. There are three categories of research needed: population (past and future trends); economic survey and analysis; and analysis to “the nature, extent, adequacy and the needs of the community for the existing land and building use, transportation and community facilities in terms of their general location, character and extent.”

100.193 Statement of Objectives. This section states that the Planning Commission must prepare and adopt the statement of objectives (the Goals and Objectives required in 100.187) to act as a guide for preparing the rest of the plan. In addition, this section also directs the Commission to present this statement for consideration, amendment and adoption by the legislative body within its area of jurisdiction.

100.197 Adoption and Amendment; Comprehensive Plan. This section outlines the processes for adoption and amendment of the plan. It specifically states that the plan elements must be reviewed and amended, if necessary, at least once every five (5) years.

These provisions of Chapter 100 have been followed in preparation of this update. How the plan develops into this final document is best understood through a description of the planning process.

THE PLANNING PROCESS

The general planning process occurs in three (3) stages. These stages include base study analysis, plan development and plan implementation. Since change and development occur regardless of the planning process, implementation of these steps can only be viewed as a vehicle to improve and guide a city's growth.

KRS 100.197 requires that the Comprehensive Plan be evaluated at least once every five (5) years to determine whether any portion of the Comprehensive Plan needs to be amended. It shall not be necessary to conduct a comprehensive review of the research done at the time of the original adoption when the Commission finds that the original research is still valid.

The first step in the development of the plan for a community that has actually participated in the planning process for a number of years is the identification of community needs. Even though a great deal may already be known regarding the direction the community should take, planning has historically been based on democratic principles. Provisions for citizen input are maximized through a formalized public participation process to explore community issues and needs. Other studies that have been conducted for the community are also examined at this time and the issues they identify are incorporated into this process. Following

identification of community needs, a look at existing data serves to confirm the issues identified and may also reveal unforeseen problem areas.

Issue analysis is the next step in the process of integrating community needs and perceptions with the facts and figures from the data. Goals and objectives naturally develop once the issues have been fully developed. From these, the planning recommendations and action plans are conceptualized. Following plan adoption, implementation of the plan returns the process full circle. With each revolution of the cycle, the community ideally becomes more sophisticated in its evolution, attaining higher standards of urban and rural living.

CHAPTER II BASE STUDY

POPULATION ANALYSIS

Introduction

The analysis of population trends serves as a fundamental basis for many planning decisions. The size of the population, its composition, and its spatial distribution impacts future social, economic and physical land use needs. An examination of the current population size and trends over recent years provides an estimate of current land use spatial needs. The use of future population projections then allows the prediction of future land use and space needs. Population composition provides the breakdown by categories such as groups, household sizes and income levels. This information assists in determining the division of space needs for schools, recreation areas, and other community facilities for each population category. The current and future population distribution determines where the various land uses, transportation routes and community facilities should be located throughout the community.

PAST POPULATION CHARACTERISTICS

Population Size

The City of Marion's population trends are looked at in relation to the growth patterns of Crittenden County and the region that comprises the surrounding counties. The population growth patterns were analyzed from 1950 to 2000 as shown in *Table 1, Population of Crittenden County and Surrounding Counties*. The population of Crittenden County has remained steady over the past ten (10) years with a 2 percent population increase from 1990 to 2000. Only one (1) adjoining county had a population decrease. Caldwell County had a decrease of 1.6 percent in their population from 1990 to 2000. With the exception of Lyon and Livingston counties, the other adjoining rural counties had only slight population increases over the ten (10) year period from 1990 to 2000. Lyon County had an amazing 21.9 percent population increase from 1990 to 2000. The Lyon County population grew from 6,624 persons to 8,080 persons, which is due mainly to the county's popularity as a retirement community with the Land Between the Lakes (L.B.L.) National Recreation Area attracting retirees to move into the community. Livingston County also had a relatively high population increase of 8.2 percent from 1990 to 2000. This was due to Livingston County's close proximity to the City of Paducah. Due to relatively lower real estate and housing costs, Livingston County is attracting people from McCracken County who work in the City of Paducah or other areas of the County, but chose to live in western Livingston County.

Table 1
Population of Crittenden County and Surrounding Counties
1950 TO 2000

Population							Percent Change
County	1950	1960	1970	1980	1990	2000	1990-2000
CRITTENDEN	10,818	8,648	8,493	9,207	9,196	9,384	2.0
Caldwell	13,199	13,073	13,179	13,473	13,232	13,010	(-1.6)
Hopkins	38,815	38,458	38,167	46,174	46,126	46,519	0.9
Lyon	6,853	5,924	5,562	6,490	6,624	8,080	21.9
Livingston	7,184	7,029	7,596	9,219	9,062	9,804	8.2
McCracken	49,137	57,306	58,281	61,310	62,879	65,514	4.2
Webster	15,555	14,244	13,282	14,832	13,955	14,120	1.2
Kentucky	2,944,806	3,038,156	3,220,771	3,660,324	3,685,296	4,041,769	9.6

Source: U.S. Census Bureau, *Census of Population, 1959-2000*.

Crittenden County has only one (1) incorporated city, which is the City of Marion. *Table 2, Population Trends of Marion and Selected Regional Cities*, displays the growth pattern of each of these cities and the State as a whole from 1970 to 2000. The City of Marion had a slight population decrease between 1990 and 2000 of 3.7 percent. The cities of Morganfield, Paducah and Princeton had a 7.5 percent, 3.5 percent and 5.8 percent decrease, respectively. The cities of Eddyville and Madisonville had modest population increases from 1990 to 2000 with a 4.4 percent and 3.3 percent increase, respectively. The State of Kentucky had a 9.6 percent population increase over the same time period.

Table 2
Population Trends of Marion and Selected Regional Cities
1970 to 2000

Population					Percent Change
City	1970	1980	1990	2000	1990-2000
MARION	3,008	3,392	3,320	3,196	(-3.7)
Eddyville	1,981	1,949	1,889	2,350	24.4
Madisonville	15,332	16,979	18,693	19,307	3.3
Morganfield	3,563	3,781	3,774	3,494	(-7.5)
Paducah	31,627	29,315	27,256	26,307	(-3.5)
Princeton	6,292	7,073	6,940	6,536	(-5.8)
Kentucky	3,218,706	3,660,324	3,686,891	4,041,769	9.6

Source: U.S. Census Bureau, *Census of Population, 1970-2000*

Future Population Forecasts

The University of Louisville's Urban Studies Center Population Research Unit provided the population forecast for Crittenden County and the surrounding counties shown in *Table 3, Population Projections for Crittenden County and Surrounding Counties*. These projections were made in 2005. These figures indicate an anticipated slight decline in the population of Crittenden and Caldwell counties from 2000 to 2020. However, it indicates a significant growth in Lyon and Livingston counties, as well as a significant population increase in the State of Kentucky of 19.8 percent from the year 2000 to 2020.

Table 3
Population Projections for
Crittenden County and Surrounding Counties
1990 to 2020

County	Population						% Change	% Change
	1990	2000	2005	2010	2015	2020	2000- 2010	2000- 2020
Crittenden	9,196	9,384	9,125	9,069	9,103	9,110	(-3.4)	(-2.9)
Caldwell	13,232	13,010	13,047	12,988	12,877	12,723	(-0.2)	(-2.2)
Hopkins	46,126	46,519	46,665	46,644	46,460	46,077	0.3	(-0.9)
Lyon	6,624	8,080	8,810	9,609	10,522	11,499	18.9	42.3
Livingston	9,062	9,804	10,298	10,763	11,221	11,651	9.8	18.8
McCracken	62,879	65,514	66,566	67,329	67,926	68,329	2.8	4.3
Webster	13,955	14,120	14,362	14,573	14,755	14,856	3.2	5.2
Kentucky	3,686*	4,041*	4,246*	4,265*	4,640*	4,843*	5.5	19.8

Source: University of Louisville's Urban Studies Center Population Research Unit and thinkkentucky.com

NOTE: * in 000's

ECONOMIC ANALYSIS UPDATE

The following tables provide a quantitative look at the Crittenden County and City of Marion economy in three ways; as a whole, in comparison with the state and the other communities in the region, and broken into component parts. The tables display data regarding the labor force and employment trends of Crittenden County residents, including local commuting patterns, data regarding family and per capita income trends. The counties in the region – Crittenden, Hopkins, Lyon, Livingston, McCracken and Webster – were chosen because they comprise Marion’s Labor Market Area.

As indicated in *Table 4, Crittenden County Labor Force Characteristics*, The total number of persons employed in the county’s labor force decreased by 369 persons from its peak in 1995 to 2004 (8 percent). However, the unemployment rate dropped from 7.5 percent to 5.7 percent over that same 1995 to 2004 time period.

Table 4
Crittenden County Labor Force Characteristics

	1990	1995	2000	2004
Civilian Labor Force	3,789	4,424	4,343	4,055
Employment	3,482	4,092	4,065	3,823
Agriculture	266	275	219	287
Nonagriculture	3,216	3,817	3,846	3,536
Unemployment	307	332	278	232
Rate of Unemployment (%)	8.1	7.5	6.4	5.7

Source: thinkkentucky.com

Education, Health and Social Services is the largest employment sector in Crittenden County, which reflects the public school system, the hospital and other health care providers, as indicated in *Table 5, Employment by Industry Category in Crittenden County and the Surrounding Counties for 2000*. In 2000, manufacturing and retail/wholesale trade were the second and third largest employment sectors. However, by 2004, Crittenden County’s manufacturing sector decreased from 492 jobs in 2000 to only 267 manufacturing jobs in 2004. The main reason for the decrease was due to the loss of jobs when Tyco International, Inc., the City of Marion’s largest manufacturer, closed their plant and laid off their local employees. The largest manufacture in the City of Marion in 2006 is Par 4 Plastic, Inc. with approximately 150 employees as indicated in *Table 7, City of Marion Manufacturing Firms and Other Major Employers 2006*.

Crittenden County, and the United States as a whole, has seen a reduction in its manufacturing sector employment as more and more manufacturing jobs are moved overseas to take advantage of lower labor rates. This trend, to relocate low and semi-skilled manufacturing production overseas, is expected to continue in the years to come leaving rural communities like Marion to be more dependent on service sector and retail trade employment.

Table 5
Employment by Industry Category in
Crittenden County and the Surrounding Counties for 2000

<i>Industry Category</i>	<i>Crittenden</i>	<i>Caldwell</i>	<i>Hopkins</i>	<i>Lyon</i>	<i>Livingston</i>	<i>McCracken</i>	<i>Webster</i>
All Industries	3,890	5,708	19,524	2,840	4,514	29,449	6,212
Agric., Forestry, Fish/Hunt, Mining	446	366	1,189	138	420	337	683
Construction	371	437	1,301	261	389	2,167	468
Manufacturing	702	1,251	3,712	517	502	3,876	1,676
Wholesale/Retail Trade	528	897	2,941	329	755	5,735	777
Trans Comm & Public Utilities	214	343	1059	148	470	1999	347
Information	34	100	308	29	74	788	36
Finance, Insur. Real Estate	111	203	719	109	150	1,215	232
Services	103	200	824	162	212	1,756	200
Educ., Health & Soc. Services	877	1,061	4,411	516	828	6,053	1,116
Entert., Recreation, Food Services	133	322	1,208	279	381	2,921	212
Public Administration	173	262	786	241	121	1,062	140
Other	198	266	1,066	111	212	1,540	325

Source: census.gov (2000)

Table 6
Total Manufacturing Employment Growth in
Crittenden County and Selected Counties 1990 to 2004

	<i>1990 - 2004</i>			
County	1990	2000	2004	% change
Crittenden	566	492	267	-52.8
Caldwell	756	955	989	30.8
Hopkins	3521	2,773	2,952	-16.2
Lyon	267	n/a	n/a*	n/a
Livingston	50	167	83	66.0
McCracken	3461	4,547	3,174	-8.3
Webster	830	825	647	-22.0

Source: Kentucky Cabinet for Economic Development, *Kentucky Deskbook of Economic Statistics*

* Data not disclosed for any industry consisting of fewer than three reporting units.

Table 7
City of Marion Manufacturing Firms and Other Major Employers 2006

<i>FIRM</i>	<i>Product</i>	<i>2005 Number of Employees</i>
CeraTech Inc	Industrial Ceramic abrasives	15
Rogers Group, Inc.	Crushed Limestone & asphalt	25
Ohio River Concrete Corp.	Ready-mixed concrete sand and gravel	6
Par 4 Assemblies Inc.	Product distribution	25
Par 4 Plastic, Inc	Custom injection & molded plastic products	150
Turner & Conyer Lumber Co.	Hardwood lumber	37
Safetran Inc.	Electrical relays, circuit breakers & Solenoids	50
Martin's Tire Recycling	Tire recovery & recycling	58

Source: Estimates based on information provided by the Pennyriple Area Development District

Retail trade trends displayed in *Table 8, Retail Trade Trends in Crittenden County*, show an increase in the overall number of retail establishments between 1998 and 2003, as well as indicating an increase in the total number of employees in retail trade. This hopefully reflects the reversal of a decline of the small “mom and pop” type of retail establishments that started after 1993.

Table 8
Retail Trade Trends in Crittenden County from 1993 to 2003

<i>Category</i>	<i>1993</i>	<i>1998</i>	<i>2003</i>	<i>% Change 1993-2003</i>	<i>% Change 1998-2003</i>
Establishments	40	28	36	-10.0%	28.6%
Employees	360	265	301	-16.4%	13.6%
Total Sales (\$1,000)	\$25,372*	\$28,932**	\$41,757***	64.6%	44.3%

Source: State & County QuickFacts, quickfacts.census.gov, U.S. Department of Commerce, Bureau of the Census
1992 data, U.S. Department of Commerce, Bureau of the Census

** 1997 data, U.S. Department of Commerce, Bureau of the Census

*** 2002 data, U.S. Department of Commerce, Bureau of the Census

EXISTING LAND USE

Introduction

The preceding two sections have analyzed two of the forces that have and will continue to influence the type, location and intensity of land use patterns in and around the City of Marion. The following section will inventory and analyze the existing land use patterns and physiographic features of Marion. Following a brief historic overview of Crittenden County, this section will provide an analysis of the urban land uses and provide information on soils, geology and topography. The factors mentioned above and the extent of existing land uses provide the basis for the preparation of the future land use proposals.

Land use information can also be used by public agencies to help in making day-to-day administrative decisions. Private developers, investors, businesspersons, school officials, park and recreation boards, and citizens can further utilize it in reaching decisions in their own personal and professional affairs.

Existing Land Use Patterns

The City of Marion is the primary commercial and industrial center for Crittenden County. It also has the greatest residential population with approximately 30 percent of the county's approximately 9,125 people residing in the City of Marion. The city is currently comprised of approximately 1,904 acres. The current existing land use analysis, graphically displayed on *Exhibit 1, Existing Land Use Marion, Kentucky*, also considers development in the urban fringe; however, the majority of all urban type of development is in the incorporated City of Marion.

A numeric breakdown of the existing land uses indicated on *Exhibit 9, Existing Land Use Marion, Kentucky* are listed in *Table 11, Existing Land Use in the Corporate Limits of Marion*. The acreages used in Table 9 are estimates generated by the Pennyriple ADD GIS department from a land use survey conducted in 2005. Of the approximately 1,904 acres inside the corporate limits of the city, approximately 1,052 acres (55 percent) are currently undeveloped and 852 acres (45 percent) are developed. Residential development has the largest percentage of urban land use within the city. This is consistent with the land use patterns of other cities the size of Marion.

Table 9
Existing Land Use in the
Corporate Limits of Marion

<u>Land Use</u>	<u>Acre</u> s	<u>% of Total Acres</u>	<u>% of Developed Acres</u>
Undeveloped	1,052	55.3%	n/a
Commercial	87	4.6%	10.2%
Industrial	42	2.2%	4.9%
Mobile Home	63	3.3%	7.4%
Multi-Family Residential	5	0.3%	0.6%
Public/Government	102	5.3%	12.0%
Recreational	119	6.3%	14.0%
Single/Duplex Residential	434	22.8%	50.9%
Total	1,904		

Source: Pennyriple ADD GIS Department

Exhibit 1
Existing Land Use Map
Marion, Kentucky

(Insert Map Here)

Obstacles to Development

The City of Marion does have some constraints to development in and around the city due to environmental limitations. *Exhibit 2, Obstacles to Development, Marion, Kentucky*, identifies floodplains and steep topography that limits development in some areas in and around the city. The location of the factors identified on Exhibit 2 should be taken into consideration when reviewing proposed development and future land use plans. When location, development constraints, planned and future infrastructure, development trends and topography are integrated, a balanced and workable future land use plan should result.

Slopes greater than 15 percent are large constraints to commercial and industrial development. Although there are some “pockets” of developable land along east US 60 and eastern KY 120, the City of Marion has a great deal of steep topography to the north and east of the city that will limit future development. These steep slopes will also increase the cost of developing water and sewer infrastructure to these areas, which will also constrain future development.

The areas most suitable for development are to the south and southwest of the city. Although Exhibit 2 indicates a sizable floodplain on the southwest side of the city, just south of US 60, the area generally south and southwest of the existing city limits has the most potential for future development.

Exhibit 2
Obstacles to Development
Marion, Kentucky
(Insert Map Here)

CHAPTER III ISSUE ANALYSIS

INTRODUCTION

Understanding the strengths and weaknesses of Marion, as well as the opportunities and constraints faced by the City, is essential for the development of an effective comprehensive plan. There was one public meeting held during the time the base studies were being prepared. The purpose of this meeting was to elicit from the citizens of Marion what they thought were the strengths or assets, the weaknesses, the issues and the internal and external constraints facing Marion. The public meeting was augmented by interviews with a leadership of a variety of organizations and governmental officials of the community. Chapter III describes their comments and analyzes their impact on the short and long term development of Marion.

ASSETS OR STRENGTHS OF MARION

Marion has many community assets that it can draw from in developing its future. From discussions at public meetings and with the Pennyryle Area Development District staff and others familiar with Marion, the following list of assets was developed.

Marion has a great deal of community pride. Local residents express strong feelings about their community. These feelings can be summed up in one word -- PRIDE.

Marion's people are one of the community's strongest assets. Over and over again, comments were made about the willingness of citizens to participate in civic activities.

The city has reasonable development cost. Residential property is inexpensive, there are a number of available building lots and housing is affordable. City taxes are reasonable.

The Crittenden County school system provides a quality education. A great deal of pride is exhibited in the Crittenden County school system. This is particularly true of the Crittenden County Elementary School. The high school is given good marks with discussions of how it has been improved.

Marion has a world class museum collection. The Ben Clement Mineral Museum is a major asset that remains virtually untapped. There is also a museum dedicated to historic artifacts of Crittenden County.

Marion and Crittenden County have an active and aggressive economic development program. The public/private partnership that was put together by Marion and Crittenden County shows a great deal about the willingness of the city and county to set itself apart from the large number of rural communities that dot the landscape of the United States.

Marion has retained a good part of its small town historic ambiance. Marion's ambiance can be characterized as a combination of diversity of landscape elements and varied topography which is organized in the form of a traditional rural village. It includes features which draw the eye and is pleasant to see. These include tree lined streets, front porches located within close proximity to the public sidewalks, as exemplified by College and Elm Streets; scenic vistas as exemplified by the view from Wilson Hill; architectural focal points such as Fohs Hall; a mixed pattern in the landscape that includes forested areas within town, as exemplified by Dogwood Drive, and surrounding agricultural properties; and a mixture of land uses and architectural forms as exemplified by downtown.

Marion has strong cultural assets. Notable are a historic community center, Fohs Hall, two museums, a quality library with good genealogical archives, strong school involvement in the arts and humanities, and popular festivals coordinated by the Crittenden Chamber of Commerce.

Size and diversity of medical facilities are unique for a city the size of Marion. The availability of a large nursing home and hospital with the variety of medical services gives the community both a service and economic boost.

Coal mining has recently started in the western portion of the county. One company has started mining coal in Crittenden County which gives the county access to coal severance funds.

Natural gas exploration has increased in the County. The County government and several private land owners have been approached to lease mineral rights as part of a new initiative to explore and drill for natural gas.

PROBLEMS FACING MARION

Marion, like other communities, has problems that it will need to address in developing its future. From discussions at public meetings and with Pennyryle Area Development District staff and others familiar with Marion, the following list of problems was identified:

Marion has a small and struggling economic base. As discussed under the economic base analysis chapter, Marion has a small economic base and like Kentucky has had to go through major restructuring of that economic base. Historically, Marion has seen a loss of its mining activity and the loss of jobs from manufacturing facilities due to the decline in the electric relay industry.

Marion has several infrastructure problems. As discussed in the companion document, *Marion Base Studies, 1997*, Marion currently has major issues with the adequacy of its water storage facilities and needs to address its stormwater and flood prevention systems.

Marion needs an emergency evacuation alert system. Currently, the city and county does not have an adequate means of warning residents of Marion.

Marion and Crittenden County continues to loose its young people. With a good school system and a lack of an adequate number of employment opportunities, the working age population and youth are leaving and not returning. This is a major drain on future productive work force and community leadership. In addition, Crittenden County is losing population.

Marion has more than its share of mobile homes. 18.9 percent, of residential properties in the Marion Planning Area are mobile homes. This problem is compounded by the typical age of the mobile homes found in Marion.

Marion and Crittenden County's family and personal incomes continue to lag behind both the state and national average. Incomes for Crittenden County have continued to lag behind the rest of the nation. Marion and Crittenden County were at slightly over 70 percent of the national average in the late 1970's, but by 1997 it is only 63 percent of the national average.

Marion does not have a major entrance to the city that conveys a positive image. First impressions are important. The major entrances to Marion are highways US 60 and US 641 and KY 91. Highway US 60 west has several unsightly commercial developments just beyond the city limits and in town near the intersection with US 641 showing early signs of urban decay. US 60 east has one cluttered and deteriorating commercial area, again just beyond the city boundaries. The remainder of this highway corridor into town has developed into a typical urban commercial strip with few if any development controls. US 641 and KY 91 is primarily residential, but there are several residential or semi public structures that are in need of maintenance, and as this highway corridor approaches its intersection with US 60, there are signs of early urban commercial decay. There are no welcome signs either to the city or the county and no attempts to beautify these major entrances.

Marion lacks job opportunities for its citizens. Unemployment rates for Crittenden County have exceeded both the state and national averages throughout the past 10 years. This is a good indicator that the local economy does not provide enough job opportunities for its resident population.

Residential property in Marion is inexpensive. This hurts the city's tax revenue but more importantly it indicates the state of Marion's economy. Assessed values in Marion have decreased over the past five years. This is not a positive sign.

OPPORTUNITIES AVAILABLE TO MARION

Events which occur both around and within Marion can open opportunities that will help develop its future. From discussions at public meetings and with the Pennyroyal Area Development District staff and others familiar with Marion, the following opportunities were identified:

The improved access to the three Illinois counties of Hardin, Saline and Franklin via the Cave-in-Rock Ferry across the Ohio River has opened opportunities for retail and service located in Marion.

Marion has a small town "charm". It has been suggested that Marion actively promote this concept and take more aggressive steps to insure that this "charm" is retained.

Marion, with specific focus and sustained effort, can retain the quality of life for which it has historically been known. It still possesses sufficient assets to recapture this image and use it as a successful marketing tool.

Marion needs to more fully develop its tourism potential, which represents a ready means to diversify its economy, provide additional activity for its existing businesses, and provide additional jobs for its residents. The Crittenden County Bob Wheeler Museum and Clement Mineral Museum need to be marketed and promoted to a greater extent.

CONSTRAINTS

Relative isolation of Marion from a major limited access highway. The fact that Marion is some 21 miles from the nearest limited access highway has been a major obstacle to its economic development program. However, this will be corrected by the proposed new US 641 highway route that is under design to connect Marion with the Western Kentucky Parkway.

CHAPTER IV

GOALS AND OBJECTIVES

INTRODUCTION

Kentucky Revised Statutes (KRS) Chapter 100.193 requires the preparation and adoption of a statement of goals and objectives by the Marion Planning Commission and Marion City Council. Chapter 4 of the *2006 Comprehensive Plan Update and Addendum, Marion, Kentucky* meets this requirement. On June 2, 2005 the Marion Planning Commission adopted the Goals and Objectives presented in this chapter and on June 20, 2005 the Marion City Council adopted them.

The Goals and Objectives have provided the frame for preparing the elements of Marion's Comprehensive Plan. They guided the process of identifying and selecting the program policies and strategies found within the sections, or as the KRS describe them, the elements, of the *2006 Comprehensive Plan, Marion, Kentucky*.

DEFINITIONS

Goals, objectives, policies and program recommendations represent varying levels of detail, from broad to specific, about how Marion will go about realizing its future.

Goal: A statement that describes a broad vision of a social, economic or physical condition of what Marion should become in the future.

Objective: A statement that describes a specific future condition for Marion that is to be attained within a stated period of time. They are shorter range, more limited in application and have more precise aims.

Policy: A course of action or rule of conduct to be used to achieve Marion's objectives and its goals.

Program recommendation: Specific courses of action or approaches which detail how the policy will be implemented.

Policies and strategies will be discussed under each element of the *2006 Comprehensive Plan Update, Marion, Kentucky*.

RELATIONSHIP OF GOALS AND OBJECTIVES TO OTHER INFLUENCES

EXTERNAL FORCES -- Marion is not self-contained and independent of any and all outside influences. Marion recognizes that its welfare is interrelated with Crittenden County, those counties which surround it, Pennyrite ADD, and the Commonwealth of Kentucky. Even beyond these, Marion is interrelated with the World.

INTERNAL FORCES -- Marion recognizes that the effective control and legal responsibilities of city government primarily extend only to Marion's corporate boundaries. Further, Marion recognizes that its ultimate success in becoming the city its citizens envision is in the hands of these citizens.

COMMUNITY PARTICIPATION --It is recognized that Marion has its best opportunity of achieving its vision if the total community shares in the commitment to achieving the future vision as outlined in the *2006 Comprehensive Plan Update*.

ORGANIZATION OF GOALS AND OBJECTIVES

Five major areas of future concern were identified by the Planning Commission. These, listed in alphabetic order, were: Community facilities and services, Economic Development, Housing, Land Use, and Transportation. A goal statement was prepared for each of these areas of concern. Then objectives were adopted. The objectives have also been consecutively numbered under the goal to which they are related.

STATEMENT OF GOALS AND OBJECTIVES

The future growth and prosperity of Marion is not guaranteed, nor is it inevitable. The *2006 Comprehensive Plan Update, Marion, Kentucky*, is based upon the premise that the future growth of Marion is not only desirable but essential to its long term stability. The major decision facing Marion in the future is how does it create or induce urban growth to locate in Marion.

LAND USE

Marion is experiencing many of the same issues that have confronted many other rural cities. Presented below are the issues identified during the preparation of the 1998 Base Studies and public meetings in 2005 on the future of Marion and the Marion Planning Area.

With reasonable land and development costs and an active industrial recruitment program, Marion is in a position to attract new development.

Marion has a proud heritage and image. Much of Marion has retained the look and fabric of a rural village and many Marion residents have mentioned keeping a rural town quality to the character of the city. However, recent developments have not followed this pattern.

Marion must determine what type of city it wants to be. A corollary to this issue is the question of what are the appropriate land use and development strategies it should adopt in order to realize what it aspires to be. Marion must continue to build its image. Retaining its older structures in sound condition and permitting only comparable designs for new construction will help Marion meet its desire. Because of the steep slopes associated with the low lying hills and narrow valleys of the Marion Planning Area, urban development on steep slopes must be

addressed in land development regulations. Urban development on slopes greater than 15 percent along valley walls should be prohibited from development and should be planted in forest cover. This same topography has produced promontory ridge lines that provide scenic views. These scenic views should be noted in any development regulations and protected.

There should be a clear differentiation of edges between urban and agricultural land uses. That differentiation should include identification of minimum public service requirements for each.

Within the Marion Planning Area, there is a need to prohibit structures from being built on lands that are subject to flooding. Due to the soil conditions of the Marion Planning Area, the extension of public sanitary sewers to all urban development is extremely important.

Due to the erosion of soils in the Crooked Creek watershed, regulations need to be established concerning the sedimentation problems related to new urban development or redevelopment. Growth to the east of the city should be carefully evaluated, on a case by case basis, because of slope of lands found in this direction, particularly in the vicinity of Wilson Hill.

There are a number of vacant lots in Marion that appear to be suitable for residential development, and ways to encourage infill development should be pursued.

Goal 1: To designate and protect sufficient land to meet the current and anticipated future needs of Marion for various types of land use (primarily residential, commercial, institutional, and industrial), and to insure that the different types of land use are planned so as to be mutually compatible.

Objectives:

- 1.1 Continue to implement guidelines to facilitate the effective implementation of the provisions of the ***2006 Comprehensive Plan Update, Marion, Kentucky***.
- 1.2 Designate areas of residential, commercial, and industrial land use which make effective use of existing and proposed services and facilities to include the proposed Eastern and Western Bypass.
- 1.3 Provide adequate and suitable space for industrial development in locations which will insure that industry can function without interference from or interfering with surrounding land uses.
- 1.4 Preserve existing housing and neighborhoods, and protect areas of historic

significance.

- 1.5 Where feasible, encourage development and promote growth in existing underdeveloped areas within the city.
- 1.6 Provide adequate space for recreational areas in new and existing developments and encourage the preservation of open space and green space within the city limits.
- 1.7 Require measures which reduce and contain run-off from development areas, and provide for adequate on-site drainage.
- 1.8 Require good transitions, such as, screening landscaping, or other types of buffers, between land uses of different intensity or type.
- 1.9 Preserve and support the Central Business District and encourage appropriate commercial and residential development in that district.
- 1.10 Implement regulations and guidelines for the control of commercial signage within the city.
- 1.11 Support the redevelopment of the downtown area of the city through the Marion Main Street program.

HOUSING

Marion has some unique challenges related to its housing stock. Presented below are the issues identified during the preparation of the base studies that bear on the future of Marion and the Marion Planning Area.

While Marion has been aggressive in the use of community development block grants to improve its neighborhoods, it should continue this current program of upgrading neighborhoods.

The weak growth in housing since 1980 presents a challenge to the long term stability of the city's future. The city must find ways to attract new residential development in order to insure its continued expansion and vitality.

Marion must address the number of low value trailers that are located throughout the city. This type of development is detrimental to the maintenance of Marion's quality of life and depresses the tax dollars available to provide adequate public services. The city needs to explore ways in which the current preponderance of mobile homes can be reduced and the number of other type residences can be increased. The city should enact and enforce an ordinance on blighted houses.

The overall lower value of owner occupied housing and the preponderance of housing under \$50,000 is a detriment to maintaining an overall healthy community. The city must look for ways to increase the value of its housing stock and should consider ways to stimulate new housing starts within its corporate limits. The city should consider beginning its own house building program.

Several neighborhoods of the city are currently not fully developed. These vacant, scattered properties have access and public facility issues that are hard for individual owners to address. The city needs to encourage redevelopment of these properties and should take a proactive approach in acquiring passed over residential properties, particularly abandoned or vacant properties, and provide the lots to any person who will build an owner occupied house.

The exceptionally large number of elderly occupied households of Marion will accentuate the need to develop additional home maintenance programs directed toward meeting the housing needs of the elderly. There is a higher than normal number of rental housing units, and an excessive number of mobile homes in Marion. There are also a disproportionate number of vacant residential structures and lots that could be suitable for residential development. These structures and lots have not been maintained, thus causing a blight on Marion's appearance and has depressed its community spirit and reduced future investment in some areas.

Residential properties are inexpensive compared to surrounding cities and development costs are relatively low. This affords an opportunity to promote home ownership and to attract new residents to Marion.

Goal 2.

Encourage the development and maintenance of residential neighborhoods that are attractive, secure, conveniently located and environmentally sensitive; to encourage the preservation and improvement of existing housing; encourage the development of new housing which is attractive, energy efficient, and safe, in order to provide affordable housing for all city residents.

Objectives:

- 2.1 Adopt a set of regulations to control the development of new residential areas and the construction, rehabilitation or conversion of housing in existing areas.
- 2.2 Adopt and enforce a system of standard building codes and permits to ensure the structural safety and functional integrity of all dwelling units.
- 2.3 Promote the development of residential areas which provide attractive, safe, energy efficient, affordable housing for all city residents.
- 2.4 Promote the development of affordable housing for low income

and elderly residents.

2.5 Require that all new housing be constructed only in areas which have adequate public utility services available, or where utility services can be economically provided.

2.6 Restrict the use of mobile homes for residential purposes, approve mobile home parks, and continue to implement standards for mobile home parks that can be implemented as new units are added.

2.7 Promote the development of a housing supply that is consistent in type, quality, and location with the projected demand, and promote a variety of housing opportunities for city residents.

2.9 Promote the revitalization and rehabilitation of older existing residential neighborhoods and structures.

2.10 Encourage sensitivity to environmental consideration and natural conditions in the development of new housing and rehabilitation of existing dwellings.

COMMUNITY FACILITIES AND SERVICES

Marion has undertaken several improvements in its community facilities and services the past several years. However, there are additional community facilities and services which need attention. Presented below are the issues identified during the preparation of the base studies that will affect the future of Marion and the Marion Planning Area.

The city must review its current policy concerning the expansion of Marion's city limits. Once development occurs outside the city, it will be nearly impossible to entice that development to come into the city. While annexation laws of Kentucky do not favor the city, Marion needs to realize the importance of this issue to the future growth and development of the city.

The current policy of the water district is to provide potable water, but not fire protection to their customers. While this policy is in place, Marion has a distinct advantage of promotion of urban growth. This advantage is fire services and sanitary sewers. While either may not be a sufficient incentive to entice new development to be annexed into the city, taken together, they may be an attractive package enticing future development into the city.

The city should consider requiring the extension of sanitary sewers to all new urban development within its jurisdiction.

Goal 3:

To provide adequate and affordable community services and facilities to the residents of Marion and encourage the identification and restoration of historically significant sites and facilities.

Objectives:

3.1 Ensure that all developments, extensions, and expansions within the city are provided with adequate and approved community services, to include solid waste collection and disposal, fire protection and police protection, and other emergency services.

3.2 Ensure that all new developments or redevelopment of existing areas within the city are provided with adequate and approved community facilities, to include water lines, fire hydrants, wastewater collection lines, street lights, and storm drainage facilities.

3.3 Identify the recreational needs of city residents and develop a strategy and program to meet those needs, ensuring that the widest possible range of recreational opportunities is provided.

3.4. Promote programs to ensure that all city residents have access to a full range of educational opportunities.

3.5 Properly identify historic sites and facilities within the city and promote the use of these sites and facilities in a manner consistent with their historic character.

3.6 Promote local social service programs and facilities from which they can be provided. Such facilities and services include: mental health programs; family and youth service centers in local schools; and volunteer programs to provide goods and services to the needy.

3.7 The city should establish additional sources of raw or treated water.

3.8 The city and county should clear log jams from Crooked Creek and other major stream to improve drainage inside the city's water shed system.

TRANSPORTATION

The highway system is Marion's primary mode of transportation, and overall, it is in excellent condition. However, there are other means of transportation and a few items relative to the highway system which still require attention. Presented below are the issues identified during the preparation of the base studies that will affect the future of Marion and the Marion Planning Area.

Marion's sidewalks need to be repaired in places and extended in other places. The city should consider having a systematic and comprehensive analysis of the condition of its sidewalks and develop a long term program of sidewalk improvement. Marion should then implement a systematic program of sidewalk improvement.

It is important to continue to maintain the street and highway system that serves Marion. Marion should continue to encourage the development of those highway projects identified in the KYTC "6-year" and long range highway improvement program. Because a project is listed on these plans does not guarantee their implementation. Continuing support of these projects is required. Several intersections and isolated sections of roadway need to be improved.

The location of a river ferry close to Marion is a tourism attraction that should be taken advantage of by the Crittenden County Economic Development Authority and Chamber of Commerce. Appropriate ways of bringing the nation's attention to this attraction should be explored with other heritage/tourism aspects Marion has to offer.

The location of the Ohio River along Crittenden County's northwestern boundary and its close proximity to Marion should be examined for its potential as an industrial site and attraction for industry.

The abandoned railroad right-of-way through Marion presents a unique opportunity to acquire a strip of land 66 feet in width, through the town. Marion should examine the acquisition of this right-of-way. Suggested uses for the right-of-way could include the development of a bicycle and walking trail and a local street.

There are several major projects that are in the process of being carried out at the Marion/Crittenden County Airport. Some of these projects include, approach lighting and fueling facilities, as well as constructing a new administration building with an additional 10,000 square feet of hanger space. When these projects are completed, Marion will have a facility which will enhance its economic development efforts. Marion has plans to extend the runway an additional 600 feet.

GOAL 4:

To provide a transportation system for Marion that is safe and efficient, provides for and stimulates growth, and encourages the smooth flow of both pedestrian and vehicular traffic within the city.

Objectives

- 4.1 Initiate proposals to the appropriate City, County, State and Federal agencies for necessary improvements to the city street system, to alleviate traffic congestion, and provide for an orderly flow of traffic throughout the city.
- 4.2 Provide adequate and convenient parking facilities to serve the Central Business District and other areas within the city.
- 4.3 Evaluate proposed developments or redevelopments to ensure compatibility with the existing street system and planned expansions of that system.
- 4.4 Ensure that new street construction and extensions of existing streets are planned and accomplished in a manner compatible with any subdivision regulations or other development restrictions that may be in force.
- 4.5 Encourage the development of those highway projects identified in the KYTC "6-year" and long range highway improvement program. Specific attention should be given to promoting the development of US 60 By-pass around Marion to accommodate heavy truck traffic and alleviate traffic congestion through the center of the city.
- 4.6 Encourage the implementation of those airport facility projects in the Kentucky Aviation System Plan that pertain to the Marion/Crittenden County Airport.
- 4.7 Preserve the capacity of existing and new streets to carry the volume of traffic that the street was designed to carry.

ECONOMIC DEVELOPMENT

The general health of Marion's economy is an important issue for the long term stability of the city. A healthy economic base provides stability and balance. The health of the local economy is important because it promotes the well being of both its residents and the public and private entities that function within it. Presented below are the issues identified during the preparation of the base studies that will affect the future of Marion and the Marion Planning Area.

Marion's future prosperity is contingent upon its willingness to continually invest in the development of its economic base. Unlike many rural areas, Marion and Crittenden County have shown a willingness to do this. However, both Marion and Crittenden County must understand that this will have to be a continuing commitment throughout the planning period.

Currently, Marion has a small economic base which fails to provide sufficient job opportunities for many of its citizens. Marion must recognize the fact that it has failed to keep pace with other cities or counties in the region in the development of employment opportunities. Marion's future prosperity is contingent upon its willingness to invest in itself, both the public and private sectors.

Tourism is vital to the economic growth of Marion as one of its top three industries joining manufacturing and health care. In 2003/04 the Marion City Council passed a 3% food and lodging tax to fund and fuel growth in the Tourism Industry. This tax is expected to generate over \$130K in funding for tourism.

Marion offers visitors a change of pace and a wide variety of activities for every budget and lifestyle. The marketing focus is to promote those activities as Kentucky's Hidden Treasures. There are 1000's of acres of land for hunting and ATV activities, museums, Native American Center, Amish Community and local festivals and events dedicated to providing superior value and service. This diversity, availability and affordability make Marion a unique and memorable travel destination.

There is a need to expand Marion's job base in order to retain more of Marion's productive age citizens. Job development must be a long term commitment. There is a need to expand the working age component of Marion's population. The importance for expanding the population in this age category is to promote an expanding tax base, which will in turn support Marion's needed public services and facilities.

There are too many families living in Marion who earn incomes below the median family income of either the Pennyryle Area Development District or of those communities in Marion's economic region. The Economic Development Authority should formulate and implement development strategies that target industries that will improve the wages of Marion's present and future workers.

The Economic Development Authority should consider formulating economic strategies which stimulate not only growth in overall job opportunities, but should address how to assist the adult of single head of households and young adults to be more productively employed and capable of securing employment.

Given the volume of water in the Ohio River and large land holdings adjacent to it, the Crittenden County Economic Development Corporation should look into the potential of these lands for industrial plants requiring large quantities of water.

As Marion works to attract industry, it should try to attract families which have household incomes above those of Marion. This means attracting higher paying jobs to the community. This will have an incremental effect on the economy.

It is important to Marion's future that all industrial plants be located within the city's corporate limits. To this end, the wastewater collection system should not be extended

outside the city limits.

Because of the deterioration of retail and business service activities in Marion, the remaining merchants need to collectively advertise Marion outside the county. The Chamber of Commerce should coordinate this effort.

The size and variety of medical services in the city, including dental and medical doctors, are a community asset and an important aspect of the local economy. Marion needs to continue to encourage this segment of the local economy.

Crittenden County has partnered with Trigg, Livingston, Lyon and Caldwell counties to develop the Pennyrile WestPark Industrial Park in Lyon County. This 620+ acre Industrial Park is a Mega Park designed to be marketed to only one major employer that needs a large area of land and is willing to commit to hiring a large number of employees to work at the proposed plant. Under the five (5) county inter-local agreement, Crittenden County will receive a percentage of the property tax base should an industry locate at this Park. A large plant could also draw smaller support plants to the area to supply materials and components to the larger plant. These support companies could be located in Marion or the surrounding cities.

Goal 5:

To promote sound economic development growth within the city.

Objectives:

- 5.1 Promote the development and prosperity of small businesses.
- 5.2 Encourage the development of diversified industries, emphasizing a variety of size, and products, to minimize the impact of possible employment disruptions on city residents.
- 5.3 Promote the expansion of existing business and industries.
- 5.4 Ensure that the city has, or can acquire in a reasonable amount of time, the physical, social, and community resources to accommodate new industry.
- 5.5 Provide a setting in which clean, self supporting and diversified industries can locate and prosper.
- 5.6 Use all available resources to attract new commercial, social and industrial enterprises.
- 5.7 Promote the redevelopment and revitalization of declining Commercial areas.
- 5.8 Continue to encourage the expansion of the medical services segment of

Marion's economy.

5.9 Support the redevelopment of the downtown area of the city through the Marion Main Street Program.

5.10 Provide technical training opportunities locally.

Goal 6: Develop tourism and linkages to Land Between the Lakes.

Objectives:

6.1 Promote eco-tourism like bicycling, fishing, hunting, etc.

6.2 Identify economic linkages between Land Between the Lakes and the local community with targeted projects to L.B.L.'s tourist market.

CHAPTER V

TRANSPORTATION PLAN

The quality of a local transportation system can have a critical impact on the quality, type and rate of the development that occurs in a community. This Transportation Plan will identify traffic problem locations in the City of Marion and surrounding area, as well as provide some recommendations concerning improvements and new construction projects needed to address future road patterns.

Adequacy Analysis

This section deals with the adequacy of the existing roadway network of the City of Marion and some new highway improvement projects identified to solve the existing problems. The focus will be on the arterial and collector roadway systems. The city's Planning Consultant, Planning Commission members, city officials and local citizens, as well as traffic counts, aerial photos and accident data identified specific traffic problems and opportunities within the community. New highway routes indicated as part of the Long Range Transportation Plan are concept routes, and in most cases, the exact location of the new routes will not be determined until a corridor study has been completed, and public input has been obtained, relative to each proposed new highway route.

- The most significant transportation problem for Crittenden County and the City of Marion has been the lack of 4-lane highway access. The existing US 641 route is the major state highway into the county. However, this route is a narrow 2-lane, older highway, that does not permit the newer 102-inch wide semi-trailers to legally operate on the route. This lack of adequate transportation infrastructure has put the city at a disadvantage when it comes to recruiting industries into the area, and has been an obstacle for existing industry and other truck traffic to bring goods and other materials into and out of the city. The Transportation Cabinet has already committed to the construction of a new 4-lane route to access the Western Kentucky Parkway close to the WK and US 60 interchange just east of Eddyville. The first phase of this project from Marion to the City of Fredonia is on the current 6-Year Highway Plan.
- The Central Business District (CBD) has a major problem with traffic congestion. The section of US 60 that runs through the CBD has an Average Daily Traffic (ADT) count of 11,850 vehicles per day. Most 2-lane routes can only carry a 9,000 ADT before they start to see significant traffic congestion and safety problems. The traffic congestion problems on this section are also increased due to on-street parking and pedestrian cross-walk traffic of the CBD. The two (2) proposed Bypass routes, the Southeastern and Southwestern Bypasses, will greatly relieve traffic congestion on US 60 in the Central Business District. These two (2) Bypass projects are shown on *Exhibit 3, Long Range Transportation Plan, Marion, Kentucky* (See Map Notes 1 and 2).

Exhibit 3
Insert Long Range Transportation Plan Map
Marion, Kentucky

(Insert Map Here)

- The intersection of U.S. 641 and US 60 is a major transportation problem in Marion. The area is heavily congested due to an ADT of 10,484 vehicles and strip commercial development with poor access control. The proposed highway improvements to this intersection project include the widening of the intersection with additional turning lanes. This project is shown on *Exhibit 3, Long Range Transportation Plan, Marion, Kentucky* (See Map Note 7). Semi-trucks do not have the turning radius needed without crossing over into the on-coming lanes. Trucks sometimes block the intersection waiting for vehicles in the other lanes to back up before they can make the turns. Even though a Bypass is planned for the city of Marion that would provide a new truck route around the city, there will always be inner-city truck traffic and a need for truck traffic to have the proper geometrics to make turns at this intersection.
- Another route with major traffic congestion is US 60 from Country Club Lane to the High School entrance. This project is shown on *Exhibit 3, Long Range Transportation Plan, Marion, Kentucky* (See Map Note 4). The congestion is due to school and hospital traffic blocking one lane while waiting for on-coming traffic to clear while trying to make left turns into the school or hospital. This project should also include turn lanes for Country Club Lane at the US 60 intersection. The second phase of this project would be to widen US 62 from the High School entrance eastward to the US 641 intersection. This project is shown on *Exhibit 3, Long Range Transportation Plan, Marion, Kentucky* (See Map Note 5).
- Piney Road is proposed to be widened, reconstructed and extended to connect to the proposed new Southeastern Bypass. This new connector route will provide the Piney Road Industrial Park direct access to the proposed Bypass. This project is shown on *Exhibit 3, Long Range Transportation Plan, Marion, Kentucky* (See Map Note 6). This project will also widen and reconstruct the existing section of Piney Road to include relocating the Piney Road intersection on US 641 approximately 200 feet south to a new location directly across from Cottage Lane. The new intersection will provide better geometrics for truck access.
- The widening and reconstruction of Fords Ferry Road with curb and gutters is proposed starting from its intersection at US 60 north to Whippoorwill Drive. This is a narrow 2-lane section of road with open deep ditches close to the road's edge. This project is shown on *Exhibit 3, Long Range Transportation Plan, Marion, Kentucky* (See Map Note 9).
- The reconstruction of the Ford's Ferry Road and US 60 intersection. This intersection has poor geometrics and needs better access to US 60. This project is shown on *Exhibit 6, Long Range Transportation Plan, Marion, Kentucky* (See Map Note 8).
- The KY 91 to KY 1668 Connector Route is proposed to be located just north of the Marion Airport. This project will also involve the reconstruction and widening of KY 1668 from US 60 north to the new connector route. The project is shown on *Exhibit 3, Long Range Transportation Plan, Marion, Kentucky* (See Map Note 3). The project will

provide direct access to the new US 60 Bypass, which will help reduce traffic congestion in the CBD, as well as improve truck access around the city.

- The KY 120 to US 641 Old Railroad Connector route is a proposed new inner-city truck route that will utilize the old railroad right-of-way between KY 120 (E. Bellville St.) and US 641. This project is shown on *Exhibit 3, Long Range Transportation Plan, Marion, Kentucky* (See Map Note 10). The main need for this route is to provide better truck access from US 641 (Main St.) to traffic wanting to access KY 120 (E. Bellville St.) and KY 506 (East Depot St.). The intersections where KY 120 (E. Bellville St.) and KY 506 (East Depot St.) intersect with US 641 do not have adequate turning radius for trucks. The widening of the aforementioned existing US 60 (Main St.) intersections would require additional right-of-way. Due to the close proximity of the historic downtown buildings to these intersections, obtaining additional right-of-way is not an option. However, if the old railroad right-of-way is used as a new inner-city connector route, the intersections at KY 120 (E. Bellville St.) and KY 506 (East Depot St.) could be widened to accommodate truck turning radius.
- Promote the 4-laning of US 60 from Henderson, KY to Paducah, KY.

A series of state highway connector routes around the perimeter of the city is required to reduce inner-city traffic congestion and route through truck traffic around the downtown area. These connector routes are proposed to be constructed as “super 2-lanes” initially with enough right-of-way acquired to construct an additional 2-lanes in the future to complete a divided 4-lane highway. Each of these connector routes is designed along interconnecting corridors to act as a limited bypass around the city once all the routes are completed. However, each connector route is also designed and viable as a “standalone” project.

The initial 2-lanes will have the same horizontal and vertical geometrics with a breakdown lane as a standard 4-lane highway. It should also be a limited access highway. Other design elements of the connector routes should include a 4-foot wide asphalt bike/walking trail within the perimeter of the right-of-way, but separated from the vehicle lanes. This bike/walking trail should be designed and constructed by the state as part of the initial 2-lane phase of each connector route project and be positioned in a location where the future additional 2-lanes will not displace the bike/walking trail. Each connector route project should also include the option of adjoining property owners requesting the white vinyl plank (board) right-of-way fencing rather than the standard woven-wire fence to be installed along the perimeter of the highway.

Marion Airport

Marion-Crittenden County Airport is located one mile southwest of the City of Marion. The airport has one 4,400'x75' paved runway (runway 6/24). Landside facilities include three (3) hangers with approximately 3,000 square foot of space with auto parking. The runway is equipped with Medium Intensity Runway Lights (MIRL) and the airport is an IFR facility. Landside facilities include a paved apron with tie-downs. The Marion Airport currently meets the state requirement of a B2 category airport that is intended to attract the business traveler.

PROJECT PRIORITIES

Evaluation Procedure and Priorities

Information was developed on the adequacy of the roadways, which included functional adequacy (e.g., capacity), structural adequacy (e.g., bridge sufficiency ratings), and geometrical adequacy (e.g., pavement width, horizontal and vertical curves). As part of the Comprehensive Plan Update process, the Planning Commission members were asked to generate priorities for the transportation projects. The Average Daily Traffic (ADT) count data provided by the Transportation Cabinet was also used to evaluate the priorities of these highway projects.

The priorities for constructing each of the separate highway projects indicated on the *Long Range Transportation Plan Map* for the City of Marion is listed from the highest to the lowest priority as follows:

Priorities of Long Range Highway Projects

1. Proposed Southeastern 4-lane Bypass from US 641 to US 60 east.
2. Proposed Southwestern Super 2-lane Bypass from US 641 to US 60 west.
3. Proposed KY 1668/KY 91 Connector Route and widen/reconstruct KY1668 from US 60 to the proposed new KY 1668/KY 91 Connector route.
4. Widen US 60 with Turn Lanes from the eastern High School entrance to Country Club Drive.
5. Reconstruct US 60 from the eastern High School entrance to US 641.
6. Old Piney Road Reconstruction and Connector Route from US 60 to the Proposed Southeastern Bypass.
7. Reconstruct intersection of US 641 and US 60 with Turn Lanes.
8. Reconstruct intersection of Ford's Ferry Road and US 60.
9. Widen Fords Ferry Road with Curb and Gutter from US 60 to Whippoorwill Drive.
10. Construct new connector street on the old Railroad Right-of-way from Depot Street (KY 506) southwest to US 641 across from Chapel Hill Road.

The priorities of all proposed highway construction projects over the next twenty (20) years may be increased due to impacts of new development.

Six-Year Highway Plan

The Kentucky Transportation Cabinet's *Six Year Highway Plan* is a biennial construction program and a four-year planning document. Projects are included in the *Six Year Highway Plan* on the basis of existing roadway conditions, construction cost, traffic volumes, accident rates, geographic distribution of projects, and anticipated social, economic and environmental impacts associated with the proposed construction. The Kentucky General Assembly approves the *Six Year Highway Plan*, which is updated biennially. The city and county need to coordinate and push projects on the 6-Year Highway Plan.

CHAPTER VI LAND USE PLAN

The Land Use Plan consists of two (2) main components: the identification and discussion of areas considered for future development and set of guidelines or policies for various land uses.

DEVELOPMENT AREAS

Introduction

The purpose of this chapter is to determine the future land use needs of the City of Marion and to designate those areas which are most appropriate for the needed growth and development. The future land use needs are projected by examining the existing land use patterns, development opportunities and constraints, and the population trends and projections for the city as a whole. Economic trends also provide a good foundation for determining local future commercial and industrial needs. To meet most of these needs, urban areas inside the city limits of Marion, that are currently vacant, are considered for possible development by analyzing the existing adjacent land transportation systems and community facilities. Some areas within Marion are currently developed but have potential for redevelopment with commercial or residential uses. It is anticipated that the City of Marion will continue to grow. The availability of transportation and community services in Marion make it the prime location in Crittenden County for future commercial and industrial land use needs.

The City of Marion does have some constraints to development in and around the city due to environmental limitations. *Exhibit 2, Obstacles to Development, Marion, Kentucky*, identifies flood plains, steep topography, and the airport. The location of the factors identified on Exhibit 2 should be taken into consideration when reviewing proposed development and future land use plans. When location, development constraints, planned and existing infrastructure, development trends, topography and space requirements are integrated, a balanced and workable future land use plan should result.

The proposed future land uses in and around the City of Marion are classified as Single Family Residential, Single and Two family Residential, Multi-family Residential, Manufactured Home Park, Central Business District, General Business District, Highway Commercial District, Light Industrial, General Industrial, Recreational and Conservation District. *Exhibit 4, Future Land Use Map for the City of Marion, Kentucky* and *Exhibit 5, Future Land Use Plan Map for the Area Around the City of Marion, Kentucky*, designates the proposed future land uses in conceptual map forms. These Future Land Use Maps are not intended to be an exact “blueprint” to establishing future land use districts, but they are guides that have significant weight in future land use decision making. Furthermore, the land use maps should be used in conjunction with the land use policies stated herein.

Exhibit 4
Future Land Use Map
City of Marion

(Insert Map here)

Exhibit 5

Future Land Use Map for the Area
Around the City of Marion

(Insert Map here)

Map/Policy Plan

This Comprehensive Plan is a combination of a policy type plan and a map plan. In projecting future land use needs and location requirements, the *Future Land Use Map*, as well as the policy statements in the *Location Principles for the Proposed Land Use* and other elements of this plan should be used. It should be understood that these suggestions may be flexible and may be contingent upon certain events or improvements occurring within the community. The *Future Land Use Map* must be used in conjunction with the text. The basic premise of this plan is that many land uses can be appropriate in a variety of locations provided that certain improvements are made which makes the proposed land use compatible with surrounding existing land uses and overcomes any environmental or man-made constraints upon the site.

The primary function of *Exhibit 1, Existing Land Use Map for Marion, Kentucky* found in Chapter II is to provide a visual basis for determining how the proposed land use will fit into the existing surrounding development. The primary function of the *Future Land Use Maps* for the City of Marion found in this Chapter is to allow the Planning Commission to guide growth in areas where improvements in infrastructure are planned to meet the needs of the anticipated development. It will also allow for some separation of incompatible land uses to protect property values and provide for the health, safety and general welfare of the public.

When mapping future urban land use needs, a surplus of land for all land uses has been set aside beyond that which is anticipated to satisfy future growth needs. The careful balancing of an exact amount of land needed to an exact location can result in a long term detrimental situation, especially where topographic and other environmental conditions come into play in selecting sites for development. In assuming suitable land for development cannot always be acquired, a community can generally place itself in a comfortable position by providing more land than needed within all land use categories. The land use plan may then be implemented regardless of problems in acquiring and/or developing land. If one or more areas are not acquirable or developable at a given point in time, the provision of adequate future land use designation should minimize the need for deviation from the plan due to physical, social, or economic changes which might occur otherwise.

Land Uses Inside the Existing City Limits

This section focuses on the land currently found within the city limits of Marion. Discussion of land immediately surrounding the city limits is found in the *Land Uses Around the Perimeter of the City Limits* in the next section of this Chapter. Currently, approximately 55 percent of the land inside the city limits is undeveloped. This will enable the city to meet some of the needs of their projected future growth without annexations. However, not all of this undeveloped land is suitable for development. Some of it is in flood plains and some have steep slopes. The Future Land Use Map in Exhibit 3 indicates the proposed land uses inside the City Limits. This can be compared to the undeveloped areas in *Exhibit 1, Existing Land Use For the City of Marion, Kentucky* to help determine the land uses recommended for these undeveloped areas. By developing these undeveloped areas inside the existing city limits first, it will place less pressure on the infrastructure resources of the city than developing on the fringe of the city.

However, future development cannot be confined to “infill” development inside the city limits. There are topography, transportation and several other factors that influence land use patterns and development trends. The city should pursue the expansion of the city limits to accommodate new growth around its perimeter when appropriate.

Land Uses Around the Perimeter of the City Limits

The *Exhibit 5, Future Land Use Map for the Area Around the City of Marion* land use categories found outside of the existing city limits is intended as a guide for future development that will be requesting city water and sewer services, as well as annexations into the city limits and other services. It will be the policy of the City of Marion that any property owner or development that requests these services must petition the City Council for annexation, as well as the Marion Planning Commission for an appropriate zoning district classification that will be recommended to the City Council. The Future Land Use Maps and other elements of the Comprehensive Plan will be used to determine the appropriate zoning district for all annexed property.

The Comprehensive Plan does not set any restrictions on any land uses outside the city limits. It does, however, plan for anticipated growth in these areas that will be requesting additional services from the city. It also plans for the necessary infrastructure to accommodate the future growth, as well as the needs inside the current city limits.

Future Urban Land Uses

The Future Land Use Plan Map does not mean that all of this acreage will be developed during this 20-year time period. Since some of this property will remain in agricultural production and kept as family farms, it is difficult to determine which parcels will be sold publicly within the next 20 years. Therefore, it is necessary to make sure there is adequate land identified for urban development that takes into consideration that not all of the land within the areas identified for future urban development will be available for sale.

The majority of the city’s growth is being guided to the southern and western sides of the city. The city has targeted this area for a substantial portion of its future growth due to planned transportation infrastructure improvements, access to a new major sewer line, access to waterlines, as well as the relatively flat topography of the area that is more conducive to urban development. The eastern US 60 corridor was also identified as the major future industrial and commercial districts because of its access to the Eastern Bypass and the current market forces that indicated a commercial growth trend on the east side of the city along US 60.

LAND DEVELOPMENT POLICIES

General principles relating to the location of land uses provide a reference for the Planning Commission in the development of a land use plan and other devices to promote the orderly and systematic growth of all areas of the community. Principles for the major types of land uses are provided below as guidelines for consideration of zone change requests. In order for Marion to achieve a good quality of life, and make itself attractive to new residents and economic activity, there must be a recognition that certain constraints should be applied to future land development. These include:

A need to protect the fragile areas of the environment from detrimental impacts of urban development. One example of this is the effect on people's lives when local government permits development in flood plains of streams and onto wetlands. Another example is the negative effect on property values when an incompatible land use is located in a residential area.

A need to provide necessary urban services to protect the general welfare and to provide relief to the natural environment. Examples of this are public sanitary sewer systems, an adequate water distribution system to provide fire protection, and appropriate street standards for the type and volume of traffic the streets are designed to carry.

A need to create compatible relationships between diverse land uses and between urban and rural activities. The encroachment of urban land uses is detrimental to some agricultural pursuits. Roaming domestic animals do cause problems for livestock, odor and nonpoint pollution cause problems between farmers and urban dwellers. Unkempt urban lots or deteriorating properties decrease the property values of the neighborhood in which they are located.

This section analyzes these constraints, prioritizes their importance to development patterns and the extent to which government intervention will be necessary in order to insure the desired result the citizens have envisioned for Marion's future.

Land development policies presented below have FIRST been grouped under four major headings. These are: General Land Use, Residential Land Use, Commercial Land Use, Industrial Land Use and land use policies that are applicable to the areas indicated as Conservation Districts. Policies and proposals for guiding the future physical growth and development of Marion are expressed in both written and graphic form in this chapter. Additionally, development policies have been prepared for transportation, utility and environmental and sensitive areas.

1 GENERAL LAND USE POLICIES

All new developments or redevelopments should conform to the following guidelines:

- 1.1 All new developments must meet the development plan requirements set forth in the Marion Zoning Ordinance and Subdivision Regulations.
- 1.2 The overall pattern of urban development for Marion and within the Marion Planning Area should be determined initially by the following priority elements, which will be applied to all sites:
 - A. 100 year flood plains
 - B. Hillside slopes over 15 percent
 - C. Public water supply sufficient to provide fire protection
 - D. Land use compatibility
 - E. Adequate street system access
 - F. Sanitary sewage collection system
 - G. Fire protection
- 1.3 There are also secondary elements that should be considered in determining the overall pattern of urban development within the Marion Planning Area. These elements may be applicable to a specific site, but not all sites.
 - A. Prime farm land
 - B. Historic and archaeological sites
 - C. Stormwater facilities
 - D. Walkways
 - E. Electric service
- 1.4 In reviewing all land development proposals whether they are for the purpose of a zoning map amendment or major subdivision approval, the following shall be considered:
 - A. Magnitude of land development must be evaluated two ways:
 - a. The overall density of the proposed land development
 - b. The intensity of road frontage development.
 - B. Both density and intensity criteria must be considered for each development.
- 1.5 All land development should be prohibited within the 100 year floodplain and where hillside slopes are in excess of 15 percent. This policy is not intended to prohibit development on lands adjacent to and in combination with these features. For example, an area containing the 100 year floodplain would be counted as satisfying a part of the minimum lot requirement or overall project density requirements for the neighborhood where it is located, but only if there were sufficient land in the same parcel which is clearly outside the 100 year floodplain.

- 1.6 Land use development must be designated to create places which are oriented to the human, pedestrian scale, will promote citizen security, and create a sense of community and neighborhood.
- 1.7 Growth and development should be encouraged in areas of Marion where there are adequate utilities, drainage, and streets with capacity to accommodate the projected needs of the project. This includes:
 - A. Adequate water flow to accommodate both the domestic and fire protection needs of the development without adversely impacting the ability of existing development to receive adequate water and fire protection;
 - B. Adequate capacity of the receiving drainage system to accommodate the increased runoff of stormwater caused by the development without causing damage to existing downstream development;
 - C. Adequate capacity of the sewer collection system to accommodate the increased volume and type sewage generated by the development without causing capacity problems for the existing collection system or treatment problems because of the type of waste generated.
 - D. The receiving street has enough free capacity to be able to accommodate rush hour volume of traffic from the development without causing a decrease of capacity below a capacity level "C".
 - E. The number of driveway entrances requested does not exceed the standards set by Marion for the type of street receiving the traffic. Additionally, the driveway entrances are adequately designed to accommodate the anticipated traffic.
- 1.8 Land uses which are not compatible in character and intensity should not be indiscriminately mixed, but rather should be clustered within their own compatible areas and be separated by adequate space, trees, plants, walls or similar visual and noise buffers.
- 1.9 The integrity of neighborhoods should be preserved and strengthened.
- 1.10 Incentives should be provided to encourage effective subdivision layouts, which retain natural features and protect environmentally sensitive areas of the site and promote the beautification of Marion.
- 1.11 Development shall be in keeping with the traditional scale of Marion.
- 1.12 Annexation decisions should be based upon the goals of maintaining a sound tax base, avoiding unnecessary investment of public funds, and protecting the citizens of Marion from adverse economic effects of substantial development outside the city, particularly upstream of water storage areas on Crooked Creek.

- 1.13 Landscaping of new commercial and multi-family development should be required. Landscaping should be required to screen parking lots and buffer property boundaries.

2 **RESIDENTIAL LAND USE DEVELOPMENT POLICIES FOR NEW DEVELOPMENTS**

New residential development projects should conform to the following guidelines:

- 2.1 The new residential project will conserve the existing housing stock by rehabilitation or replacement of existing properties and will protect residential areas from further physical deterioration and encroachment of incompatible land uses.
- 2.2 When new residential developments are proposed, factors such as neighborhood character and identity, architectural compatibility, impact on livability, and impacts on traffic levels of the neighborhood should be considered.
- 2.3 Low density, site built, single family development should constitute at least 70 percent of all residential land within any neighborhood, unless the neighborhood has a majority of its lots as commercial or industrial land uses.
- 2.4 Medium density single family development, multifamily dwelling units or manufactured housing should not exceed 30 percent of the residential land within any neighborhood, unless a majority of its lots used commercial or industrial land uses.
- 2.5 Mobile homes which were constructed prior to June 15, 1976, and not built under the Federal Manufactured Housing Construction and Safety Standards should not be permitted to be located in Marion.
- 2.6 Manufactured houses which were built under the Federal Manufactured Housing Construction and Safety Standards and constructed after June 15, 1976 should be located in manufactured home parks.
- 2.7 *Note: The residential density thresholds policies of the 1998 Comprehensive Plan listed in 2.7 of the Land Development Policies have been voided and are no longer used to determine residential density.*
- 2.8 Cluster, townhouse, and zero lot line residential development should be permitted in all residential neighborhoods with the density being determined by the zoning district in which such development is located.
- 2.09 Landscaped open space, buffer strips or drainage corridors should be required between unlike land uses.

- 2.10 Landscaping of parking areas of medium density residential and commercial developments should be required.
- 2.11 The Planning Commission should require Site Plan design approvals for all proposed multi-family and commercial developments.
- 2.12 Traffic in the interior of residential neighborhoods should be limited by routing major streets along the perimeter of the neighborhood and limiting direct access to single family areas to local streets.
- 2.13 All medium density residential development, when proposed in close proximity to low density residential development, shall be located only on the fringe of that low density residential area and have access to an arterial or collector street within 500 feet of the property.
- 2.14 Low density single family residential development should be carefully located in areas zoned for commercial development. Emphasis should be placed on comparability and buffering in order to protect the integrity of the low density residential area.
- 2.15 Medium density residential development should be permitted in areas proposed or zoned for general commercial development.
- 2.16 Multi-family and manufactured home park residential development proposals should address the issue of open space and play areas, sidewalks, drainage, internal parking, fire protection, and sanitary sewers.
- 2.17 Residential development should not be permitted in areas proposed or zoned for industrial development.
- 2.18 Medium density development should be permitted in the Central Business District.
- 2.19 Churches, parks, and other open space areas which are customarily a part of the total residential neighborhood environment should be permitted in all residential areas.
- 2.20 Child care centers and family care facilities as defined by KRS chapter 100.982 through 100.984 should be permitted in all residential areas.
- 2.21 Private and semi-private yards shall be provided for all residential developments. A minimum of 400 square feet for a rear yard or 80 square feet of balcony or terrace should be provided for each dwelling unit.

Residential Land Use Proposals for New Development Areas

Marion Planning Area Future Land Use Plan proposes to continue to develop desirable living conditions by creating new housing opportunities through: (1) The allocation of sufficient low and medium density residential land use areas. (2) Annex residential properties as those opportunities become available.

3 RESIDENTIAL LAND USE DEVELOPMENT POLICIES IN EXISTING DEVELOPED AREAS

New residential developments, or redevelopments, or governmental projects in existing developed areas, should conform to the following guidelines:

- 3.2 New development projects should not cause the destruction of the existing housing stock. New development should rehabilitate existing or replace lost properties. New development will protect existing residentially zoned areas from further physical deterioration or encroachment by incompatible land uses.
- 3.3 Government action should be directed towards developing new owner occupied residential structures on vacant properties in those neighborhoods which have substantial residential structures.
- 3.4 Zoning should protect established residential areas and encourage or provide incentives for private reinvestment in existing residential neighborhoods.
- 3.5 Rehabilitation of housing should be promoted at every opportunity.
- 3.6 The development of infill projects should be encouraged in stable neighborhoods.
- 3.7 Encourage residential development in those neighborhoods which are underdeveloped. This will include encouragement of infill development in those neighborhoods where full city services already exist and appropriate actions by government to expedite extension of service into or access to undeveloped properties.
- 3.8 Continue to revitalize declining residential areas and redevelopment of residential neighborhoods which do not have full city facilities, street lights, water lines capable of providing fire service, sewer collection systems, paved streets, sidewalks, and adequate drainage facilities. The city should undertake to extend or upgrade these city facilities on a systematic basis.
- 3.9 Public capital improvement policies should make provisions for improvements of public facilities, such as water distribution, sewer collection, street lights, drainage and streets and improved access to park facilities.

Residential Land Use Proposals for Developed Areas

Marion Planning Area Future Land Use Plan proposes to continue to develop desirable living conditions by creating new housing opportunities through: (1) Maintenance of existing residential neighborhoods and the targeting of revitalization of public facilities in these neighborhoods on a systematic basis. (3) Encouraging downtown redevelopment of mixed uses including residential. (4) Encouragement of infill residential development where possible within the City of Marion. (5) Development of one senior citizen housing development which is located within reasonable walking distance of health and community facilities and services.

4 COMMERCIAL LAND DEVELOPMENT POLICIES FOR NEW DEVELOPMENTS

New commercial developments or redevelopments or governmental projects designed to serve areas suitable for commercial development should conform to the following guidelines:

- 4.1 Commercial redevelopment will be encouraged in the Central Business District by permitting mixed uses, promoting reestablishment of commercial and service activities and offering economic incentives. This would include encouraging the utilization of vacant upper floor areas for residential or office uses. Uses may include retail trade, financial institutional, services activities, offices, residential, cultural activities, recreational and entertainment facilities, tourist facilities, and governmental offices.
- 4.2 Related activities to the medical facilities located along U. S. Highway 60 west will be encouraged in order to strengthen the health care service sector of Marion's economy.
- 4.3 Sites and transportation access for wholesale, commercial and distribution operations should be encouraged at locations with direct access to arterial or collector streets and within close proximity to similar uses.
- 4.4 All new retail and service land uses should occur in compact clusters, rather than in linear strips within areas designated for commercial development and should have limited, controlled, properly located, and properly constructed highway access, adequate lot depth, and lot width and building setbacks to accommodate building, parking, and traffic generated by the development.
- 4.5 Neighborhood convenience commercial development should be located in the periphery of residential neighborhoods on a major street at or in proximity to intersections of one collector or arterial street and a local street.
- 4.6 A new community or regional shopping center is not contemplated within the next ten years. However, any development proposed for any type shopping center, should be

carefully evaluated with respect to impact on the existing businesses of the city, traffic impact, availability of all utilities to the site, capacity of the utilities to adequately accommodate the development, consistency with the future land use, and any other concerns.

- 4.7 This policy is voided from the 1998 Comprehensive Plan.
- 4.8 The existing commercial activity corridors may include retail trade, service, professional offices, recreational facilities, motels, financial institutions, residential, institutional and government offices.
- 4.9 Those areas on the US 60 Bypass designated for commercial development may include the following uses: highway commercial, retail trade, service, offices, recreational facilities, government offices, and institutional uses.
- 4.10 Outside storage yards or areas for raw materials, building supplies, construction vehicles or equipment or similar items should be screened from major community streets and from nearby properties.
- 4.11 All highway commercial development should be required to meet specified conditions and standards prior to approval, including, but not limited to, proper highway access points, adequate lot depth and width, adequate setbacks and yard requirements, adequate parking, availability of all public services and facilities, and if adjacent to residential zoning districts appropriate buffering.

Commercial Land Use Proposals for New Developments

The Marion Planning Area, Future Land Use Plan proposes to continue creating a favorable climate for retail and service businesses with a focus on new retail or service sites at selected locations outside the existing urban commercial areas. These locations include selected locations on the U.S. highway 60 Bypass corridor and around the medical complex on U.S. highway 60 west.

5 COMMERCIAL LAND DEVELOPMENT POLICIES FOR EXISTING COMMERCIAL AREAS

Existing commercial areas presently serve a variety of functions. To insure stability and improve their economic functions, these areas should conform to the following guidelines:

- 5.1 The central business district should be the first priority for redevelopment with emphasis placed on developing a unified architectural theme, be pedestrian oriented with stores and offices located in compact groupings along streets with convenient parking and promoting commercial business and service activities that will maximize the market opportunities available to a city like Marion.
- 5.2 The use of vacant upper floor areas for residential or office space should be encouraged in the central business district.
- 5.3 Redevelopment of the commercial activity corridors radiating from the intersection of U.S. Highways 60 and 641 should be fostered. This redevelopment should be encouraged by the following: the permitting of mixed uses, implementation of regulations designed to promote reestablishment of commercial and service activities, pursuing government funding of capital improvements and the offering economic incentives.
- 5.4 Medium density development should be permitted in the Central Business District.
- 5.5 Small scale retail and service uses should be permitted in the central business district and existing commercial activity corridors.
- 5.6 Existing nonresidential areas that contain a mixture of business and light industrial uses should be allowed to continue as nonresidential mixed-use areas.
- 5.7 Outside storage yards or areas for raw materials, building supplies, construction vehicles or equipment or similar items should be screened from major community streets and from nearby properties.
- 5.8 Landscaping of new commercial developments should be required. Landscaping should be required to screen parking lots and buffer property boundaries.

Existing Commercial Land Use Proposals

The Marion Planning Area's, Future Land Use Plan, reaffirms the community's commitment to maintaining its existing businesses and services. Emphasis will be placed on creating a climate which supports redevelopment of the Central business district and the revitalization of the commercial area surrounding the intersection of US 60 and US 641 and maintenance of the other commercial activity corridor located on US 60 east. Further, it is the

intent of the Future Land Use Plan to encourage the development of service oriented economic endeavors with emphasis on medical related facilities.

6 INDUSTRIAL LAND USE POLICIES

Industrial Land Uses should be developed based upon the following development guidelines:

- 6.1 All new or relocated industry shall be located within the City of Marion.
- 6.2 Encourage new industrial development to be located on existing industrial sites. If existing industrial sites are not desired, the new industrial development should be located to other sites in close proximity to existing industry and on sites which are served with full utilities.
- 6.3 Promote expansion of existing industries on existing industrial sites.
- 6.4 Identify one or more additional tracts of land as potential industrial sites and take steps to gain control of one or more of these sites as a future industrial park.
- 6.5 Outside storage yards or areas for raw materials, building supplies, construction vehicles or equipment, materials to be used in manufacturing, manufactured products, or similar items should be screened from major community streets and from nearby properties.

Industrial Land Use Proposals

Marion Planning Area Future Land Use Plan reaffirms the community's commitment to the attraction of new industries to Marion. Emphasis will be placed on attracting medium to small size industries in order to promote the diversity of the city's economic base. A basic principal of the Future Land Use Plan is that all new industrial development will occur within the City of Marion and that new industrial sites be developed with industrial park standards and have full city services.

7 OTHER ECONOMIC DEVELOPMENT POLICIES

- 7.1 Encourage the development of historic/tourism facilities, including the enhancement of two existing museums; preservation of existing historic structures; evaluation of development potential for a farmers' market and antique stores; and development of one or more additional festivals.

8 INFRASTRUCTURE DEVELOPMENT POLICIES

- 8.1 Each proposed development, either new or redevelopment, must bear its full share of the cost of developing the property including all on-site infrastructure costs and direct off site infrastructure costs.

- 8.2 All new urban density land use development must have access and be connected to municipal water supply with sufficient pressure and capacity for fire fighting.
- 8.3 All new land development or redevelopment must have access to and be connected to public sanitary sewer system.
- 8.4 Public capital improvement policies should define standards for developing and extending public facilities, such as water, sanitary sewer, street lights, drainage, fire protection, and services such as police and fire.
- 8.5 All new developments should be encouraged to be placed all utilities to include electric, telephone, gas and television cable, underground throughout the development.
- 8.6 All new or redeveloped properties must adequately provide a stormwater management system which is connected to a basin wide drainage system.
- 8.7 Private development should be allowed to accelerate the timing of development by providing financing for any needed facilities.

9 TRANSPORTATION DEVELOPMENT POLICIES

New transportation projects will come in the form of new or reconstructed streets or pedestrian systems. As new streets and sidewalks are planned and implemented, they should be based upon the following development guidelines:

- 9.1 The implementation of the proposed US 60 Bypass land development proposals should be pursued by the Planning Commission.
- 9.2 Pedestrian movement on a system of adequate and well maintained sidewalks should be encouraged in both public and private sector development or redevelopment throughout Marion.
- 9.3 Sidewalks shall be a fundamental design element in all new developments. As such, all new land development or redevelopment in neighborhoods which have sidewalks must provide for them. In neighborhoods, which do not at the time of development, have sidewalks, the development of them will be encouraged, but will not be required to provide them.
- 9.4 Sidewalks should be extended from all residential developments to all public areas, commercial and government facilities.
- 9.5 The intensity and configuration of land uses should be commensurate with the ability of adjoining streets to handle the development.

- 9.6 Through traffic generated by nonresidential land uses should not be permitted through residential area. Streets associated with non-residential land uses should not be permitted to be built when the construction would result in through traffic going into adjoining residential areas.
- 9.7 Traffic generated from multi-family apartment complexes of 8 units or more per lot, should not be permitted direct access into adjoining residential areas. Streets associated with these land uses should not be permitted to be built when the construction would result in through traffic going into adjoining residential areas.
- 9.8 Intersections should be aligned as close to 90 degrees as possible.
- 9.9 The distance between new streets and major intersections should be established as a minimum of 400 feet and a maximum of 1,200 feet.
- 9.10 Proposed streets should allow for the extension into surrounding vacant properties, where appropriate. New developments should not land lock adjacent properties.
- 9.11 Sight lines should be maintained at intersections of streets and driveways with streets.
- 9.12 Local streets should be designed to function as a network.
- 9.13 Streets should be designed to have continuity between developments, but should be designed to discourage through traffic.
- 9.14 New curb cuts should be held to a minimum in order to minimize disruption to the flow of through traffic on the street.
- 9.15 Circulation will be improved where possible in conjunction with new development by the extension of dead-end streets and widening of existing streets where needed.

10. CONSERVATION DISTRICT AND ENVIRONMENTALLY SENSITIVE AREA LAND USE POLICIES

STREAMS

- 10.1 Streams are a major element of the drainage system of the Marion Planning Area. The 100-year flood plain of the Marion Planning Area must be protected. These areas should be excluded from development through the use of regulations which exclude them from development. The regulations should provide that a development capacity be established for these highly constrained areas and that the development be permitted to transfer this development capacity to another part of the property or adjoining property.

- 10.2 Hill sides with 15 percent slopes, and greater, are a major land form in the Marion Planning Area. These areas should be excluded from development through the use of regulations which exclude them from development. The regulations should provide that a development capacity be established from these highly constrained areas and that the development be permitted to transfer this development capacity to another part of the property or adjoining property.
- 10.3 Areas indicated on the Future Land Use Map as Conservation Districts are general in nature and should any portions of these areas be determined by the Planning Commission to not be in a 100 year flood plain or do not involve steep slopes of 15 percent or greater, the Planning Commission has the ability to re-designate the land use to an appropriate urban development based on surrounding land uses.
- 10.4 The primary limitations for use of on site disposal systems are poor soil permeability and shallow depths to seasonal high water tables. Connection to public sanitary sewers should be mandatory for all urban forms of development.
- 10.5 To the extent practical, the natural topography of the land should be maintained.
- 10.6 When a parcel of land containing one or more sections designated as a constrained area and the remainder which is unrestrained doesn't have a minimum lot area as required by Marion's zoning regulations, the property should not be permitted to be developed.
- 10.7 Where a parcel of land contains one or more sections designated as a Conservation District area on the Future Land Use Map and there is on the same parcel of land at least one area which is large enough to meet the minimum lot area as required by Marion's zoning regulations and which is not a restrained area, then development of the parcel should be permitted. Urban development should be permitted only in that part of the parcel of land which is not restrained.
- 10.8 The following shall be designated restrained areas where development will not be permitted:
- A. 100-year flood plains.
 - B. Wetlands.
 - C. Slope greater than 15 percent.

APPLICATION OF MAPS AND PRINCIPLES

Often, a major concern expressed about a comprehensive plan is how the land use map will be used and the extent to which it might be the sole indicator of rezoning requests. In order to answer this question, the maps must first be put into context with the rest of the decision making process.

The ideal development of a Land Use Plan is as follows. First, the major goals and policy objectives are identified by the elected officials with input from other community leaders and the general public. Next, more specific policy guidelines and procedures are generated in text form in order to carry out the major goals and objectives. Finally, a map is drawn which applies both the major goals and the specific guidelines to the undeveloped areas to protect the highest and best use of land and shows existing and future land use patterns. After the plan is adopted, which contains the major goals, the specific guidelines and the map, the Planning Commission and the legislative bodies can then use the entire plan as a basis for their decisions.

How much weight is given to the map vs. the rest of the plan? What happens when a landowner applies for a rezoning that does not agree with the map? The Kentucky law says that the request must agree with the “Comprehensive Plan”, and the Comprehensive Plan contains the map, policy statements and the other transportation, population, economics and public facilities elements. Therefore when the Planning Commission and the legislative body decides if the proposal agrees with the Comprehensive Plan, it is quite possible that a proposal would not agree with the Land Use Map but would agree with the specific guidelines and the major goals and other elements of the Comprehensive Plan.

Undesignated areas on the land use maps are not expected to develop during the planning period. However, unanticipated circumstances may generate requests for such areas to be rezoned from their existing designation. When faced with such requests, the planning commission should consider the *Land Development Policies* outlined in this plan. In addition, members should consider the map designations of lands surrounding the property in question as well as actual development that has occurred up to the time of the request.

Any zone change requests which fall outside the city limits of Marion will be forced to rely on the policies and principals stated in this Chapter because no future land use map will be prepared for the county. This “policy-type” plan for the rural areas of the county allows the Planning Commission to have plan review and regulate the quality of development which occurs while providing some flexibility as to the location of the zone change requests.

It is important to mention that sufficient land for all uses has been set aside above and beyond that which is needed to satisfy future growth needs. To provide only enough land for each projected use would hamper development since there needs to be competition, variety, and equal opportunity for development. In assuming that suitable land for development cannot always be acquired, a community can generally place itself in a comfortable position by providing more acreage than actually needed within all land use categories.

CHAPTER VII HOUSING PLAN

INTRODUCTION

The following Chapter on Housing is from the 1998 Comprehensive Plan. This element was not updated because the basic data and recommendations were found to still be relevant for planning purposes. The Chapter is restated in the 2006 Comprehensive Plan Update for informational purposes.

BASE STUDIES SUMMARY

CURRENT HOUSING

Within the Marion Planning Area in 1997, there were a total of 1,644 residential properties containing 1,864 residential units. Of these, 1,416 were single family residences and 318 were mobile homes. There were only 247 residential properties containing 269 residential units in the unincorporated part of the Marion Planning Area. Marion accounts for a large part of the residential units of the Marion Planning Area. It accounts for 85 percent of the total residential units, 84 percent of the single family residential units, all of the multi-family units and 83 percent of the mobile homes. See Table 6.01 through 6.04 for details concerning the location of residential properties in the Marion and Marion Planning Area.

In 1990, Marion had 1,555 total housing units, a decrease of 5 units from 1980. Marion was the only jurisdiction which was analyzed, that experienced a decrease in housing stock during the decade of the 1980's. The total number of owner occupied units decreased 38 units or 3.6%, while rental occupied units increased 18.3 percent or 66 units. Slightly over 70 percent of Marion's total housing stock in 1990 were single family detached structures. This places Marion somewhere in the mid-range of regional cities studied, with Princeton and Madisonville among the cities and Pennyryle ADD having larger percent of single family residents. Crittenden County had just over 75 percent of its total housing stock in single family detached.

The remaining residential units of Marion were nearly all mobile homes. In fact, except for Crittenden County which has 20 percent of its total residential structures as mobile homes, Marion had the highest percent of mobile homes, 18.9 percent, of any jurisdiction studied. The number of multifamily structures was smaller in Marion than the region's other cities. All but 10 of the multi-family structures of Crittenden County are located in Marion.

In the fall of 1987, a field survey was taken of the land use in Marion. While this information cannot be directly compared with the 1990 census material presented above, it can provide some indication of the trends occurring in Marion and the Marion Planning Area during the 1990's. The information gathered during the field work revealed that, there were 1,591 total housing units within the city of Marion in fall of 1987. This would indicate that there was an

increase of some 36 housing units since 1990. Occupied housing units were also up with 1,547 units being occupied in 1997. The number of single family units in the fall of 1987 accounted for just over 71 percent of Marion's housing stock and mobile accounted for an additional 15.4 percent of Marion's housing stock.

Overall, vacancy rates for Marion in 1990 were extremely low for both owner and renter units. These rates were below any other jurisdictions in the region. Again discussions with real estate professionals familiar with Marion indicated these vacancy rates have not substantially changed during the 1990's. The field work conducted in fall of 1997 shows that there were a few more vacancies in Marion in 1997 than in 1990. More vacancies appeared to be in mobile home spaces within mobile home parks. Never the less, vacancy rates as low as those found in Marion indicate a shortage of all types of housing.

In 1997, 70 percent of the structures in Marion were residential, with a significant percentage (over 71%) being single family detached. Multifamily residential properties account for just over 1 percent of all residential properties in the city. Investor owned residential properties including single family, two family, and multi-family rental units accounting for approximately the same percentage of total housing units as in 1990. A majority of the multi-family units were contained in structures of either two to four units and in one of the two larger apartment complexes found in the city.

OWNER VERSES RENTAL HOUSING

With the exception of Crittenden County and Pennyryle ADD, Marion has the highest rate of owner occupied units of any jurisdiction studied. This level of home ownership has a positive impact on Marion. The pride in neighborhood and city is evident. In analyzing the tax roles for Marion for the year 1996, the level of home ownership has not diminished since 1990, but it appears it has not increased. The concern is that between 1980 and 1990 there was a loss of owner occupied housing in Marion and between 1990 and 1960 owner occupied housing only remained at the 1990 level.

Table 10
General Housing Characteristics of the City of Marion
1980, 1990 & 1997

Area	1980	1990	1997
Total all housing	1,560	1,555	1,591
Occupied housing units	1,409	1,437	1,547
Single family	1,109	1,102	1,179
Multi-family	123	144	127
Mobile homes	177	191	241
Vacant housing units			
Total all units	151	118	NA
Owner	15	9	10
Renter	48	24	34

NA – not available because of differences in counting procedures from previous years.

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census of Population. AM Planning for 1998 figures.

Investor owned housing units accounted for only 30% of all housing units in Marion in 1990. With the exception of Crittenden County and Pennyryle ADD, Marion has the lowest rate of investor owned housing of any of the jurisdictions studied. This would indicate a need for additional rental units. In talking with owners of the major apartment complexes, there was a waiting list of 12 families for their housing in August, 1997.

CHARACTERISTICS OF OWNER AND RENTER OCCUPIED HOUSING

Marion's owner occupied housing more closely reflects the characteristics of its rural county counterparts more than it does the region's urban areas. In terms of size of owner occupied units, Marion's, 5.0 rooms per owner occupied unit is somewhere near the midpoint of the region's urban areas. Marion also averages fewer people per unit living in owner occupied residences than any other urban jurisdiction the region. The city, with 1.96 persons per unit, reflects the fact that Marion has a larger percentage of its housing units occupied by the elderly.

There were 426 rental units in Marion in 1990, the smaller in total number and percentage of any of the other urban jurisdiction studied. As with owner occupied residences, Marion has the lowest number of persons per unit of the regional cities, except for Henderson. Again the influence of the number of elderly can be seen in this low per unit occupancy discussed above. In discussions with real estate professionals familiar with Marion, there have not been major changes in the rental market since 1990. The average size rental units however, are more in line with the regional cities, and the same as the state average. The two apartment complexes that have been built since 1988 have had an overall influence on the average size of rental units, because they must meet minimum state specifications.

HOUSING FOR THE ELDERLY

Of the Pennyrile ADD's cities with a population of between 2,500 and 10,000, Marion has a largest percent of its households occupied by elderly, 37.4 percent. Princeton is the only other city in the Pennyrile ADD that approaches this high percentage. The mean number of persons in an elderly household is smaller than any other city of its population category in the region and of any of the urban jurisdictions in the region. The value of the houses of the elderly in Marion was \$32,700 in 1990. This was less than all but Providence, among the regional cities with a population over 2,500. With the exception of Princeton, the rent paid by the elderly is also the lowest in the Pennyrile ADD. In discussions with real estate professionals familiar with Marion and a review of the tax records in the Crittenden County courthouse, showed that the value of residences shown in 1990 has not appreciably improved by 1996.

PUBLICLY ASSISTED HOUSING

There are several financial assistance programs available to residents of Marion for housing. These programs include help for low income, elderly, and handicapped persons. Assistance may be unit specific or household specific. There are two apartment complexes in Marion which provide this assistance; these are Belleville Manor, which are section 8 site specific, and Creekside Apartments.

AGE OF HOUSING UNITS

Slightly more than 11 percent of Marion's 1990 housing has been built since 1980. This is the smallest percentage of new housing of any jurisdiction in the region, except for Princeton and Paducah.

In 1990, just over 64 percent of the residential structures were built during a 40 year period between 1939 and 1979. Because of World War II, few houses were built between 1939 and 1946. Thus, this period was actually 33 years. Of the regional jurisdictions studied, only Princeton had a smaller percent of its residences constructed during this period. Many of these homes are now beginning to need persistent maintenance in order to maintain their value and livability.

Marion has retained much of its housing stock which was built prior to 1938. Some 16.6 percent of its total housing stock is at least 57 years or older. Contained in this housing stock are excellent examples of Bungalow or Craftsman, Queen Ann and American Vernacular styles of architecture. Many of these houses are beginning to show their age. Compared to the regional jurisdictions, Marion is comparable in its retention of older structures. Crittenden County has retained a higher percentage of its housing built prior to 1939.

QUALITY OF HOUSING

There are three generally used figures from the U.S. Census that indicate quality of housing. Two indicate living conditions and the third indicates overcrowding. The percent of

housing with more than one person per room indicates over crowding. The two indicators of inadequate living conditions is determined by combining the percent of housing lacking complete bathroom plumbing, and the percent of housing lacking complete kitchens. With respect to both types of indicators, Marion's housing units are less overcrowded according to the U.S. Census information for 1990. With the exception of Madisonville, all jurisdictions studied have higher rates of overcrowding. Less than one percent of Marion's housing units don't have basic living conditions, lacking either complete plumbing or kitchen facilities. Only 1 percent of Marion's housing stock has an overcrowding condition. The two (2) recent community development projects have eliminated even more of these conditions.

VALUE OF HOUSING

The median value for owner occupied housing in Marion for 1990 was \$36,000, which was the lowest median value for any the regional jurisdictions studied other than Crittenden County. The county had a median value of \$35,300.

Of significance to Marion is the fact that over 80% of its housing was valued less than \$50,000 in 1996. This high percentage of very low valued owner occupied housing is exceeded by none of the other regional jurisdictions. Marion also has 45% of all of its housing valued as \$30,000. Median value of housing in Marion in 1996 was \$31,800.

Table 11
1996 Tax Roles of the City of Marion

	Number of Properties	% of Total Properties
Total Properties	1,770	100.00
Residential	1,676	94.69
Commercial	82	4.63
Institutional	6	0.34
Industrial	6	0.34

Of the 1,676 residential properties in 1996, over 79.8 percent are assessed at less than \$50,000. The median assessed value for single family residence 1996 was \$ 27,500. The effect of a large elderly population is shown by the fact that of the total residential properties, 528 of these properties, nearly 30 percent received Kentucky's Homestead exemption. While a benefit to the elderly, the city real estate taxes are adversely affected. Under Kentucky's current taxing structure, these revenues cannot be easily made up. Residential properties have not appreciated significantly since 1990.

MONTHLY COST OF HOUSING

Residents of Marion, who are home owners with mortgages in 1990, paid only \$ 345, or 19.5 percent of their household income, for housing expenses. Housing expenses includes mortgage payments, utility and insurance cost. This would indicate that Marion has a housing

cost of living that is better than any regional jurisdiction studied. Residents of Marion who are renters devoted less of their household incomes, \$ 240 to housing cost than do home owners, but a higher percentage, 26.3 percent, of their household incomes than did home owners. However, when compared to the other regional jurisdictions, the amount of a family in Marion's household income going for housing cost is more in line those of the other regional jurisdictions. The percent of renter household incomes expended in Marion is equal to the median for the regional jurisdictions and is less than for Kentucky. In discussions with real estate professionals in Marion, these trends have not been substantially altered since 1990.

RECENT RESIDENTIAL DEVELOPMENTS

It is not possible to develop reliable information on the number of residential units being built within the Marion Planning Area, because no building permits are issued in either Marion or Crittenden County. During the time the land use fieldwork was being conducted, there is evidence of several new residential structures being constructed with eight structures being built, two of which were duplexes. Most of the single family structures, however, were outside of Marion.

CURRENT RESIDENTIAL ACTIVITY

In an effort to secure a better understanding of the residential real estate market of Marion, real estate professionals were interviewed during the fall of 1997. From these interviews the following was derived: The real estate market has been good for the past two to three years. Prior to that, the market was very weak. Rental vacancy rates are near zero. Real estate firms receive calls daily requesting leads on rental property. There appears to be a demand for elderly rental housing in the city. A 12 unit elderly housing project has been proposed for the city, but has not been able to secure funding.

There are several builders in the area, but they are small firms and do exclusively custom homes. Speculative building stopped several years ago. Properly priced houses remain on the market less than two weeks. There is a need for housing in what was described as the mid-range for Marion, \$60,000 to \$80,000. These would be three bedroom and two baths. There is a scarcity of development property available within the City of Marion. Most new houses are outside the city, with the planning area having under construction six new homes at the time of the interviews. This pattern and level of development are confirmed by examination of information obtained from water utilities serving the Marion planning area. People moving into the community is the primary reason for most new construction of single family residences. Reasons given for moving into the county are:

- * Lack of available housing in Marion.
- * Value of land in Crittenden County is considerably below that of other areas.
- * They can afford acreage lots which are not available in Marion.

Some idea of housing values and the housing market can be determined by looking at sales of real estate over a given time period. Sales within the City of Marion were looked at for the years 1991, 1995 and the first 6 months of 1997. An analysis of these real estate sales shows that the market has been good, by Marion, standards since 1995, but the first 6 months of 1997 may indicate a return to a slower market that existed prior to 1995. The mean price of property sold between 1990 and 1997 remained under \$40,000. During the first six months of 1997 the mean price of property moved above \$40,000. Lot prices, excluding acreage tracts of land, are still selling for less than \$ 6,000.

TRENDS IN REAL ESTATE ASSESSED VALUES

Over the past 5 years, real estate values have increased from \$56.3 million in 1993 to \$66.7 in 1997. There was growth in each type of real estate, residential, commercial and industrial, and farm. Residential properties account for over two thirds of all estate values in each year. More importantly, the percent of residential real estate has been growing through out this period, from 65.4% in 1993 to 70.0% in 1997. Farm properties within the city have remained relatively stable through out the period. Commercial and industrial real estate has steadily decreased from 33.7% in 1993 to 29.1% in 1997.

Table 12
Real Estate Transaction
Marion
1991-1995- First Six Months 1997

	1991	1995	6 Mts. 1997
Property sales			
Lots	2	12	0
Residential Units	20	63	9
Percent of total selling for:			
Under \$40,000	65	73	44
40,000 to 49,999	10	10	22
50,000 to 74,999	20	14	22
75,000 and over	5	3	12

Source: Real Estate Firms in Marion.

Table 13
Assessed Value of Real Estate
Marion
1993-1997

	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
Total Assessed Value	56.354	57.612	65.948	67.252	65.666
Value (in thousands of dollars)					
Residential	36.862	37.991	44.693	45.772	45.992
Commercial and Industrial	18.969	19.099	20.687	20.912	19.126
Farm	0.523	0.522	0.568	0.568	0.548
% of total assessed value					
Residential	65.4	65.9	67.8	68.1	70.1
Commercial and Industrial	33.7	33.2	31.4	31.1	29.1
Farm	0.9	0.9	0.8	0.8	0.8

Source: Marion Property Tax Recap sheets, Crittenden County Property Valuation Administrator.

CHAPTER VIII

COMMUNITY FACILITIES AND INFRASTRUCTURE PLAN

INTRODUCTION

As the residential, commercial, and industrial areas developed in Marion, they created a need for various types of public facilities such as streets, utilities, and community services such as fire and police. Chapter VIII contains the future community facilities and infrastructure plan for Marion. It examines the future need for major public facilities which include government buildings, parks, libraries, water and sanitary sewer system, public safety, and streets. Chapter VIII is the community facilities plan element of the Comprehensive Plan as required under KRS Chapter 100.187.

MARION

ORGANIZATION AND ADMINISTRATION

Marion is a 4th class city and operates under a mayor-council form of government. It has a mayor and six council members. Marion also has a city administrator. The following services are provided: public safety (fire and police), public works including streets, sidewalks and street lights, municipal utilities including water, sewer and storm drainage, neighborhood redevelopment, economic development, parks facilities, central dispatching services, public assistance, and general administrative services.

CITY HALL

Marion City Hall is located at 217 South Main Street. This is a new 16,000 sq. ft. City Hall building that was recently remodeled to accommodate the offices of city administrator, city clerk, treasurer, water and sewer office, police, central dispatching services and a large open room used for planning commission, public and city council meetings. The old City Hall building at 108 Bellville Street houses the volunteer fire department.

FINANCES

The purpose of the financial review presented in the 1997 base studies was to evaluate Marion's ability to provide services at the level and quality that are required for the health, safety, and welfare of the community and what Marion's citizens desire. Kentucky permits a limited number of revenue sources to its local governments in order that they may carry out their responsibility of providing, either desired or mandated services and functions, and that those services and functions are carried out at a level desired by its citizens. This analysis is not an attempt to perform an in-depth analysis of financial solvency of the city and should not be taken as such.

Marion has a formal budget process which is prepared by the City Administrator with input from the various city departments. Marion does not presently have a formal capital improvements program. Capital expenditures are handled as part of the general operating budget. Marion, unlike many cities, appears to have been able to avoid severe financial crises in recent years. Marion has taken necessary action to address their financial needs through a combination of conservative spending and adoption of diverse sources of revenue. Tight budgets, however, will continue to be the order of the day, for the foreseeable future.

REVENUE ANALYSIS

Revenues determine the capacity of a city to provide services. Important issues to consider relative to revenues are: growth, diversity, reliability, flexibility, and administration. Under ideal conditions revenues will grow at a rate equal or greater than the combined effects of inflation and expenditure pressures from new and expanded services.

Total revenues have remained relatively stable during the past five fiscal years, when net operating revenues and transfers are considered together. Marion uses a diversity of sources to produce its revenues. There are three primary sources of revenue: payroll licenses, property taxes, and insurance fees. Payroll license fees produced the largest share of Marion's local revenues, between 26.4 percent and 29.0 percent for the five years studied when the community development block grant is excluded from fiscal year 1995 and 1996. Revenues are also growing to match inflation. See 1997 Base Studies for details of this analysis.

EXPENDITURES

Expenditures are a rough measure of a city's service output. Generally, the more a city spends the more services it is providing. This does not take into account how productive the services are, or how efficiently they are delivered. It also does not indicate whether or not the city is deferring maintenance on its capital assets or deferring funding future liabilities. Marion finds itself in a positive position relative to its expenditures measured on both a net total expenditure and per capita basis. See Base Studies for details of this analysis.

CAPITAL IMPROVEMENTS

Marion has undertaken several significant capital improvements since 1998. There are also planned new capital improvements which includes replacing water mains in 15 areas of the city, constructing a new raw water line from Lake George, construct a water and sewer line into the Industrial Park on US 60 east, and construct sewer extensions to 135 homes within the city limits.

LONG TERM DEBT

Debt structure is an indication of future ability to meet community facility needs, because debt is an expenditure obligation that must be satisfied when due. Debt is an effective method for financing capital improvements. Marion has no general obligation debt. During the past five fiscal year periods total water and sewer revenue bonds totaled no more than \$1.5 million. As a percentage of population, this represents a per capita long term debt of \$402 per person. From the standpoint of long term general obligation, or water and sewer revenue debt, the city is in excellent condition.

THE REVOLVING LOAN FUND

The City of Marion's Revolving Loan Fund is available to provide incentive financing or gap financing for existing or potential businesses creating gainful employment for residents of Crittenden County. The Revolving Loan Fund is used in a secondary or supplementary role with company equity and other financing in the financing structure of an applicant's project. This fund and program has been in existence since 1987 and to date has helped many older local business as well as newly spawned business in the City of Marion.

PLANNING COMMISSION

Marion has an active Planning Commission which consists of six (6) members. This is a volunteer board appointed by the Mayor with the approval of the city commission. The Planning Commission is organized under KRS 100 and conforms to its requirements.

LAND DEVELOPMENT REGULATIONS

The City of Marion has land development regulations, which include zoning and subdivision regulations.

BUILDING CODES

Marion requires building permits. There is a Kentucky Building Code which is modeled after the Building Officials Congress of America (BOCA) code. It applies to one and two family residential structures and this is the local building code required to construct one and two family dwellings inside the city. The National Electric Code is enforced by electrical inspections who are contract employees of Kentucky Utilities or Henderson Union Cooperative Corporation. The Kentucky Plumbing Code is enforced by the State plumbing inspectors. The Crittenden County Health Department oversees the placement of individual disposal systems in Marion and the Marion Planning Area.

CRITTENDEN COUNTY

ORGANIZATION AND ADMINISTRATION

Crittenden County was formed in order to carry out functions specified by the Kentucky Constitution and the laws of the state. Crittenden chose the county judge/executive-magistrate form of government. Crittenden is governed by a county judge/executive and six magistrates. All six magisterial districts equally divide Crittenden County, radiating from the center which is the courthouse. Marion and the Marion Planning Area are represented by all six magistrates.

LIBRARY

Marion receives library services from the Crittenden County Library located 204 W. Carlisle Street. The library is operated by a 5 person Library Board which is appointed from various parts of the county. The library is funded by a countywide property tax. The Crittenden County Library has a 30,000 item collection and has one meeting room that is available to the public. It has 4 full-time and 1 part-time staff persons. The library operates one bookmobile which serves rural areas in Crittenden County. Because Livingston County does not have library facilities, the Crittenden County library permits residents to use its library provided they pay a one time fee.

The Crittenden County Library has summer reading and weekly children's story time programs and a large genealogy department. Marion and Crittenden County have adequate library facilities.

POST OFFICE

The Marion Post Office is located at 128 East Carlise Street. The Marion post office is designated as a 2nd class Post Office and has a rural delivery system. Adequate parking is available on site.

PUBLIC SAFETY

POLICE

Two (2) separate police agencies provide police services within the Marion Planning Area. These are the Marion Police Department and Crittenden County Sheriff. The Kentucky State Police does not have a trooper stationed in Crittenden County. The nearest post is located at Madisonville. It does provide assistance when called upon, and is connected with the central dispatching service.

MARION POLICE DEPARTMENT

The Marion Police Department, located in the Marion City Hall, consists of eight (8) full time and one (1) part time sworn officers. The department has 2 police cruisers, and each is equipped with radio communication with the central dispatching center. The Marion Police Department is funded from the city general fund and from state grant funds.

CRITTENDEN COUNTY SHERIFF

The Crittenden County sheriff's office is headquartered in the Crittenden County Courthouse located in Marion. This department consists of a sheriff and two (2) deputies. The sheriff's office maintains two (2) patrol cruisers. The Sheriff's office provides limited patrolling duties in the county because of its limited manpower.

FIRE DEPARTMENT

Two separate fire departments provide fire services within the Marion Planning Area. These are the Marion Fire Department and Crittenden Volunteer fire departments.

MARION FIRE DEPARTMENT

Marion is served by a volunteer fire department which is located on 108 Bellville Street, in the downtown area. The department is manned by a chief, assistant fire chief, and 20 volunteers. The equipment consists of one 1,250 gallon per minute (GPM) pumper truck which was purchased in 1996, and two 750 GPM pumper fire trucks which were purchased in 1977 and 1966, respectively. The department also has a 1984 response van. The present fire insurance rating for Marion is Class 6. The present fire station is within 1.6 miles of the farthest part of the city.

The city has a mutual aid agreement with the Crittenden County volunteer fire departments. The fire department has developed a training program for their fire personnel that exceeds Kentucky standards for basic certification. The department utilizes the central dispatch system and the fire chief, assistant fire chief, and fire captains have hand held two-way radios. False alarms are no longer a problem because of the 911 emergency telephone system utilized throughout Crittenden County.

Based on a review of the location of fire hydrants in the Marion water distribution system there presently are nearly 200 fire hydrants spread throughout the system. The Kentucky Public Service Commission has established as a maximum for rural areas a standard of 500 feet radius from each fire plug. The city of Marion has good fire protection coverage within the city limits. Fire hydrants are not provided in the balance of the Marion Planning Area.

The Marion Fire Department needs a facility with three to four truck bays to park emergency vehicles and to provide for quicker response time. This new facility should

also provide shower and meeting rooms, as well as other facilities need to support the department personnel. Due to the age of the pumper trucks in the existing fleet, the city will need to update these vehicles sometime in the near future.

CRITTENDEN COUNTY FIRE DEPARTMENT

Crittenden County has a volunteer fire department which has fire stations located throughout the County. The unincorporated part of the Marion Planning Area is served by a station located in the downtown neighborhood of Marion on Weldon Street. There are five (5) other volunteer fire departments in Crittenden County that provide fire protection services to the county.

AMBULANCE SERVICES

Marion and Crittenden County have 24 hour countywide ambulance service provided by Crittenden Health Systems. The ambulance service participates in the countywide dispatch system. The ambulance service is at the North Campus of the Crittenden County Hospital which is located on 250 Sturgis Road. It is staffed by 7 full time and 6 part time emergency medical technician (EMT's) paramedics. There are 2 Basic Life Skill (BLS) and one advanced Life Skill (ALS) ambulances in use.

COUNTYWIDE DISPATCH SERVICES

Marion, Crittenden County and Crittenden County Health Systems participate in a countrywide dispatch service, which is located with the Marion Police Department. The Sheriff's Office, Marion Fire and Police Departments, Crittenden County Rescue Squad, the ambulance service and county volunteer fire departments all utilize this central dispatch system. The dispatch service has 3 full time and 6 part time personnel. The central dispatch service operates through the Marion City Council and receives its operating funds from the 911 tax placed on telephone bills and from the participating agencies. There is a 911 system in operation throughout Crittenden County and is available to the public on a 24 hour basis.

RESCUE SQUAD

Crittenden County Disaster and Emergency Services provide water rescue, high angle rescue and medium and heavy extraction, and natural disaster rescue services throughout Crittenden County. The rescue squad is headquartered at the county fire department, which is located in Marion on Weldon Street. The rescue squad is manned by 40 volunteers; of which 10 are EMT's and the balance have had CPR and first aid training. There is a heavy rescue truck, emergency response vehicle and extraction (Jaws of Life) unit.

SOLID WASTE

Marion has, once a week, residential curbside solid waste pick-up service, which it contracts from a private provider. The Marion Planning Area has the same service, but this is voluntary. Residential solid waste service is provided by CSI. Commercial solid waste pick-up

service is provided by CSI and BFI. Disposal of solid waste is at a certified land fill in Ohio County. There is a recycling program in Marion and the city maintains a 7 acre tract of land for composting leaves.

RECREATION

Marion has two parks, with a total of 20 acres. Veterans Park, located at the corner of Weldon and Travis Streets is the newest park consisting of approximately one acre. This park has playground equipment for young children, benches for adults supervising their children, and one basketball court. This park is only one year old. The other city park is located on Lake George and consists of approximately 19 acres and has picnic tables, grills and a shelter. There is also an open field area for leisure activities by groups. The park facilities at Lake George Park are several years old, but in good condition.

There is a joint city-county park, which consists of approximately 45 acres. It is located on Old Morganfield Road. This park consists of 3 lighted softball fields, one lighted little league baseball field, picnic facilities and pavilion, 3 tennis courts, 1 volleyball court, one basketball court, one soccer field, concession and restroom facilities, as well as a ¼ mile and 1 ¼ mile tracks for walking or racing events

Other recreational facilities include Archery and Gun Clubs, the Crittenden County Fairgrounds, and the Marion Country Club. Even though a majority of the recreational facilities are located in the northeast part of the city, the location of parks is fairly well distributed throughout the city. There are playground equipment and basketball courts at both Veterans and City-County Park. Veterans Park is located in the northwest part of the city and Lake George, which has an RV Park, is located in the southern part of the city. With the city school facilities included, the dispersal is even better.

SOCIAL SERVICES

Marion and Crittenden County are served by a variety of social services. These include the following:

SENIOR CITIZENS CENTER

Marion is served by the Crittenden County Senior Citizens Center which is located at 210 North Walker Street in Marion. The center is operated by the Pennyrile Allied Community Service. It has a full time director, provides congregate meals and meals on wheels, homemaker services, and van services.

FOHS HALL COMMUNITY CENTER

Marion is fortunate to be served by a Fohs Hall community center. It was built in 1926 by Julius Fohs and given to the City of Marion. This facility is governed by a community board, Fohs Hall, Inc. In early 1980's Fohs Hall was renovated and placed back in use in

January 1985. Fohs Hall is on both the state and national register of historic places.

The facilities at Fohs Hall are available for public or private meetings and group performances, on a fee basis. It is a center for fine arts in Western Kentucky. An art gallery which is run by and features the works of a local artist is located on the lower level of Fohs Hall. Art work of local and regional artists is displayed.

FOHS HALL COMMUNITY ARTS FOUNDATION

Marion and Crittenden County's cultural arts programs are primarily coordinated through the Fohs Hall Community Arts Foundation, which was founded in 1988. It has sponsored a variety of cultural and arts activities throughout the year. Currently, the foundation, in partnership with the Crittenden County school system, is participating in a pilot project funded by Kentucky Arts Council.

UTILITIES

STREET LIGHTS

The City of Marion has 400 street lights located throughout the city. These lights are operated and maintained by the Kentucky Utility Company (KU). Street lights are installed by KU upon request of the City of Marion, but the City does not presently have a policy, written or otherwise, concerning the extension of service to newly developed areas of the City. The City pays KU for street lights. The street lighting system has both mercury vapor and low sodium lights. New developments will have mercury vapor lights. For areas outside the city, but within the Marion Planning Area, the Henderson-Union Electric Cooperative Corporation will provide street lights if the subdivision requests such a service and there is an association created that will be responsible for paying the electric bill.

SEWER SYSTEM

TREATMENT PLANT

The present wastewater treatment plant was constructed in 1971, upgraded in 1989 and additional upgrades are planned. The plant provides both primary and secondary levels of treatment of affluent. The wastewater treatment plant has a design capacity of 660,000 GPD and a peak flow design capacity of 1.32 million GPD. By fiscal year 1996, the average daily flow was 660,000 GPD and a peak flow of 1.56 million GPD.

COLLECTION SYSTEM

The sewer collection system consists of some 121,500 linear feet of sewer pipe and one pump station. The locations of the sewerlines are shown on *Exhibit 6, Sewerlines in Marion, Kentucky*. Because the system dates back to as early as 1924, there is a significant inflow/infiltration problem.

CUSTOMERS

In 1994, there were 1,512 customers connected to the sewer system. By 2005, there were 1,750 customers. This represents a net gain of 238 customers over the nine (9) year period. This would indicate moderate growth within the sewer system service area as well as the city providing services to areas within the city that were not previously served.

Exhibit 6
Sewerline Map
City of Marion

(Insert Map here)

WATER SYSTEM

The Marion water system consists of two storage lakes used for raw water supply, a water treatment plant which has an 869,000 gallon per day capacity, two 600,000 gallon storage tanks and a distribution system. The distribution system is composed of 12", 8", 6", 4", 3" and 2" pipe as indicated on *Exhibit 7, Waterline in the City of Marion, Kentucky*. The older pipe is made of cast iron and has universal type joints. The newer pipe is PVC with slip or compression joints.

CUSTOMERS

In 1994, the water system had 1,654 customers. By 2005, there were 1,785 customers. This represents a net gain of only 131 customers over the ten (10) year period. This would indicate a somewhat slow to moderate growth in the number of customers in the water system.

RAW WATER SUPPLY

The raw water supply is obtained from Crooked Creek watershed. The watershed drainage area is approximately 3,000 acres in size, with the headwaters just south of Crane. There are two lakes, George and City Lakes, which are located up stream of the treatment plant, both of which are used for raw water supply. Both lakes have earth fill dams. The City Lake was constructed in the mid 1930's and has a surface area of approximately 38 acres. This lake has an approximate 40 million gallon storage capacity, at full depth, and 2,950 acres of watershed upstream. Lake George was constructed in 1954 and has a surface area of 50 acres, and a capacity of 182 million gallons. The lake has 729 acres of watershed upstream. Lake George is located in a part of the City Lake watershed. An 8 inch cast iron pipe interconnects the two lakes. The Lucile Mine also has the ability to be a new source of raw water supply.

TREATMENT PLANT

The existing water treatment plant was last expanded in 1996 and has a current capacity of 869,000 Gallons Per Day (GPD). The plant normally operates 2 eight hour shifts per day, and pumps an average of 593,000 GPD. Peak water treated has been 839,600 GPD. There is a clear well located at the plant that has a rated capacity of 210,000 gallon, and an effective capacity of 178,000 gallons.

DISTRIBUTION SYSTEM

The water distribution system consists of two 600,000 gallon ground storage tanks located on Wilson Hill, one of which is currently out of service and water lines ranging in size from 2 inches to 12 inches. Actually, there are two systems, the older system and the newer system. The older system was constructed in 1926, and consists of typically cast iron pipe. The second system constructed in the 1970's is located in the southern part of the town and consists of PVC plastic pipe. The high pressure that exists in the system is a

major cause of leakage in the older system, because of the types of joints used. There are two pressure reducing valves that control the flow of water between the two systems.

The Marion water system is also connected to the Crittenden/Livingston County Water District at four locations. The primary connection is an 8 inch line that comes from Crayne. This will allow additional water to be supplied to Marion in times of drought.

Exhibit 7
Waterline Map
City of Marion

(Insert Map here)

CRITTENDEN/LIVINGSTON COUNTY WATER DISTRICT

Marion's planning area outside the city of Marion is served by Crittenden/Livingston County Water District. Water lines are extended along each primary road from Marion. These lines are either 6 or 8 inches in diameter. There is a 400,000 gallon storage tank located at Crayne. While there are fire hydrants in the system, the water district does not maintain them as fire hydrants, but rather as clean out facilities. There are approximately 285 customers within the Marion Planning Area, with two to three new services being added each month. The treatment plant has a capacity of 1.5 million GPD.

ELECTRIC

Marion and most of the Marion Planning Area are serviced by Kentucky Utility (KU) Company which provides its own power via a 69 KVA line. KU has approximately 2,000 customers in the Marion Planning Area and south along US 641 towards Caldwell County.

The Kenergy serves all of rural Crittenden County not served by KU. It maintains an office in Marion at 703 S. Main Street. Henderson-Union ECC receives its power from Big Rivers Electric Corporation via a 69 KVA line. It serves 1,900 customers in Crittenden County.

NATURAL GAS

Marion and Crayne receive natural gas service from Atmos Energy Company which maintains an office at Princeton. Service bills are paid at a local business in Marion. Atmos Energy Company receives its natural gas from Texas Gas Transmission Corporation. Marion has a 4 inch steel, high pressure (maximum of 225lbs) line bringing gas to the city from a 26 inch transmission line that crosses Caldwell County near the Crittenden County line. There are some 1,300 customers in the Marion Planning Area.

TELEPHONE

Marion and the Marion Planning Area are provided telephone services through Bell South Corporation. Marion has its own central office. This is a significant advantage for a rural city its size. Digital remote switch, T-1 facilities (high speed digital transmission), and T-3 or DS-3 is available on demand.

TELEVISION CABLE

Marion has cable service provided through Mediacom, Inc. There are some 1,300 customers within the City of Marion. Presently there are 32 channels provided through the cable system. All urban sections of the Marion Planning Area have access to cable.

COMMUNITY FACILITY NEEDS AND RECOMMENDATIONS

The purpose of this chapter is to catalog various community facilities and develop recommendations to help satisfy there needs. As the residential, commercial and industrial areas developed in Marion and the Marion Planning Area, they created a need for various types of public services such as streets, utilities and various community facilities. The first part of this chapter describes the existing community facilities. This part of the chapter describes the present needs and estimated future needs as the community continues to develop.

COMMUNITY DEVELOPMENT

COMMUNITY APPEARANCE

The major entrances to Marion, US 60 both east and west, US 641 and KY 91 do not provide a positive image of the city. It is recommended that the appearance to these entrances be improved. A set of entry signs should be installed, and in conjunction with the Kentucky Department of Transportation, Division of Highways, develop a coordinated sign program for tourist related sights and bikeways.

HISTORIC PRESERVATION

The historic properties of Marion and Crittenden County have not been adequately inventoried. It is recommended that the City support the inventory and preservation of historic areas and sites in both Marion and Crittenden County.

MAIN STREET PRESERVATION

Marion has recently received a grant from the Kentucky Preservation Commission to begin a Main Street program to revitalize and preserve the downtown area of Marion. The Planning Commission and City government should encourage this effort by adopting

regulations that support the goals of the Main Street Program and seek other ways to support this effort.

ECONOMIC DEVELOPMENT

Marion's future prosperity is contingent upon its willingness to continually invest in the development of its economy.

CRITTENDEN COUNTY ECONOMIC DEVELOPMENT CORPORATION

Marion and Crittenden County need to continue their commitment to the Crittenden County Economic Development Corporation to develop a larger job base and retain its most productive citizens.

It is important to Marion's future that all industrial plants and other major economic activities be located within the city's corporate limits. It is recommended that the city take every action necessary to insure that these activities are located within the city.

MARION/CRITTENDEN COUNTY CHAMBER OF COMMERCE

Marion and Crittenden County need to support the Marion/Crittenden County Chamber of Commerce and have this agency take over the role as tourist coordinator for both the city and county.

It is recommended that the Marion/Crittenden County Chamber of Commerce and the Crittenden County Economic Development Corporation coordinate their efforts and eliminate duplication. Housing the two entities at a single location with a combined staff are two (2) examples of the coordination could be explored.

TOURISM

Marion has recently appointed a Tourism Commission and hired a Director of Tourism to help promote tourism in the area. They have created a new website that promotes the community's attractions that include Amish crafts, Native American cultural events, the local museums and outdoor recreation. The Tourism Commission will be promoting special events and marketing the local attractions.

COMMUNITY SERVICES

EDUCATION

The Crittenden County School District consists of three (3) schools. The elementary School houses the Preschool Program and grades K-5. The Crittenden County Middle School has grades 6-8 and is adjacent to the High School with grades 9-12.

The Crittenden County Schools have been recognized for their academic excellence and in 2005 all three (3) schools were designated as “Reward Schools” because of their performance on state testing. In 2005, there were 404 High School students with a Student/Teacher Ratio of 15.2 Marion should support the quality of education that exists in the school system in any manner that would be appropriate.

LIBRARY

Libraries are important cultural attributes of any community. Marion should continue to support its quality library system. The Crittenden County Library has a good genealogical section and the Bob Wheeler Museum has a large selection of historical materials pertaining to local history, particularly schools. These materials are of great interest to people searching their ancestors. The materials at the Bob Wheeler Museum are not cataloged or organized such that they are readily usable by the public. Consideration should be given to consolidating these collections, thus strengthening these Crittenden County genealogical resources.

MARION/CRITTENDEN COUNTY ED/TECH TRAINING CENTER

The Marion/Crittenden County Ed/Tech Training Center has three purposes in its focus on education:

- Providing **training programs** to develop a skilled workforce,
- Expanding **degree programs** by partnering with Madisonville Community College, Murray State University, and others,
- Offering **personal enrichment** opportunities to enhance the quality of life.

Examples of Programs Offered at The Ed/Tech Center:

- Specialized computer training
- Forklift certification
- S.O.A.R. Program through the West Kentucky Education Cooperative focusing on Skills, Opportunities, Advancement, Retention - Communications, Conflict Resolution, Leadership Development, Positive Thinking, Self-Esteem, Stress Management, Team Building, Work Ethics.

- The Small Business Development Center from Murray State University provides free, personalized business consulting services and related training programs to anyone interested in starting a business or to an established business person wishing to expand. The SBDC office has plans to offer services at the Ed/Tech Center on an ongoing basis.

Post-Secondary Classes Offered at The Ed/Tech Center

Madisonville Community College offers some classes at the Ed/Tech Center

HOUSING AND REHABILITATION

One of the challenges facing Marion is to find ways to attract new development in the city and to encourage redevelopment of existing urban development. Options available to the city are reduction in the reliance of older mobile homes for housing within the city, attracting new single site build development to locate within the city and development of more multi-family housing to locate within the city. In order to achieve this objective, the city is encouraged to (1) find ways to reduce the number of used mobile homes found in the city; (2) support the development of elderly housing; (3) support the development of additional multi-family housing; (4) Continue to rehabilitate existing areas of the city with the assistance of federal and state programs.

UTILITIES

Water System

Marion should prepare written policies which will govern the extension of the water system and develop written policies for dealing with access to existing water lines where those lines extend beyond the city limits. To this end, the city should consider the following policies in developing its written policies. There are presently several areas of the city which do not have adequate water lines capable of providing both domestic and fire protection. The city should systematically begin to provide those areas which do not have adequate water lines with appropriate sized lines. The capacity of the two city lakes has diminished over time due to siltation and lack of maintenance. Both lakes should have capacity studies prepared to outline the necessary steps required to bring the storage capacity of the lakes back to or near their original size. Marion should then implement this plan as quickly as possible.

Sewer System

No sanitary sewer collection lines will be extended outside the Marion city limits. With the completion of the sewer facilities analysis, the city should undertake to implement the recommendations of this study as quickly as possible.

The city currently does not have a policy for extending sewer service beyond its current service area. With the development of new urban areas adjacent to the city, particularly in the area towards the US 60 Bypass, the city must be prepared to respond to inevitable requests for extension of sewer service.

GOVERNMENT

Annexation

In order to have a healthy and vibrant city, Marion must ensure that city government realizes its fair share of the benefits accruing from the urban development within the Marion Planning Area in the future. To this end, the City Council should pursue the orderly expansion of Marion's city limits by seeking opportunities to annex adjoining property.

It is recommended that the Marion City Council should aggressively pursue annexation opportunities in order to maintain a sound tax base and protect the citizens of Marion from the adverse economic and environmental effects of substandard development in the surrounding unincorporated areas of Crittenden County. This would be carried out by: (1) Annexation of those parcels of land which are proposed for development and request city services; (2) Annexation of those undeveloped areas adjacent to Marion prior to development. This will insure areas suitable for future urban expansion will be within the city of Marion.

Capital Improvement budget

It is recommended that Marion adopt a capital improvements budget which would contain an inventory of major capital improvement projects (a long term needs list for items over \$1,000 or more), a list of projects per year that would be funded in the next five (5) fiscal years and an annual update of the project list.

LAND AND BUILDING DEVELOPMENT REGULATIONS

The Marion Planning Commission and City Council should have both land and building standards to guide its land development to insure the quality of the city's physical appearance, maintain its rural small town character, protect the health, safety and general welfare of man made structures, and promote crime prevention in all neighborhoods.

FIRE AND POLICE SERVICES

There are currently hydrants located on water lines within the Marion water distribution system that are smaller than 6 inches. These hydrants should be examined and water lines upgraded or hydrants relocated in order to enhance the current fire service for Marion. It is recommended that the Marion City Council pursue a systematic upgrading of water lines or hydrant relocations that will insure minimum fire protection standards are maintained throughout Marion.

Marion should prepare written standards for fire hydrant placement within its water distribution system. In writing these standards the city should consider the following: (1) Provide a 6 inch or larger water line using C900 PVC or better pipe, for all areas of the water distribution system; (2) Provide fire hydrants equal to Muehler A-423 no further than 500 feet from existing or proposed residential structures in residential areas and 250 feet from each existing or proposed commercial or industrial structure in commercial or industrial area; (3) Each fire hydrant should be capable of producing at least 250 gpm for residential areas or 650 gallons for commercial or industrial areas for a period of one hour while maintaining a minimum of 30 psi at every point within the distribution system; (4) All fire hydrants meet the Marion Fire Department standards; (5) In no case shall linear spacing of fire hydrants exceed 1000 feet in residential areas and 500 feet in commercial or industrial area.

All new urban development or redevelopment in an existing area of the city or an area annexed to the city should have water system improvements with the above minimum standard. Crittenden/Livingston County Water District should be encouraged to provide fire hydrants throughout the Marion Planning Area outside the City of Marion.

HEALTH AND EMERGENCY SERVICES

SEWER SYSTEM

Marion City Council has adopted a plan for making improvements to its existing sanitary sewer system and expanding its sewer collection lines into areas of the city not currently served by the city sewer system.

STORM DRAINAGE

Marion does not have a well developed storm drainage system, nor does it have a comprehensive stormwater management program.

For Marion to have a healthy and vibrant city, its residents and businesses must be safe and secure from loss of life or property damage from storm drainage or flooding.

The city of Marion should enact a sound stormwater management program. The elements of this program should include:

1. Mapping of existing storm drainage facilities and streams.
2. Inventory of condition and capacity of existing storm drainage facilities and streams.
3. Systematic investment in improving the existing storm drainage facilities and streams to insure that they function at their maximum capacity.
4. Adopt stormwater management policies to ensure that new development or redevelopment will be free of flooding.
5. Correlate with city's other land development regulations and provisions for requiring adequate stormwater management facilities to meet the stormwater management policies of the city.
6. Keep Crooked Creek free of log jams.

WATER SYSTEM

Marion water system has deficiencies in its existing treatment plant and distribution system.

Marion is committed to having a modern and adequate water treatment and distribution system. To this end the City Council is committed to making improvements to the city's water treatment and distribution system.

Reduce the amount of unaccountable water loss by testing the system and taking corrective action as needed.

Despite the fact that Marion has recently constructed a connecting water supply line to the Crittenden County Water District, it still should investigate securing an adequate long term water supply.

The water distribution system still has 36,000 feet of 4 inch and smaller water lines and several of the lines in the older parts of town have water lines that are in need of replacement and upgrading. The presence of 2 inch lines and a number of 4 inch lines in the present system indicates a need to upgrade water lines.

The water distribution system should be extended as new urban development occurs.

CHAPTER IX PLAN IMPLEMENTATION

GENERAL

The term “implementation” is intended to be broadly used for purposes of this study. The completion of the Comprehensive Plan and its updating is a continuing step in the planning process. Implementation, however, is likely the most important and never ending step in this process. The most accurate and complete Comprehensive Plan will mean very little unless steps are taken to insure the realization of its goals and objectives and of its specific recommendations. From the point of view of the private sector the term implementation means “making-it-happen”. From the public sector viewpoint, the term implementation means to assist and guide development, in both the private and public sector, by reasonable and prudent application of the various land regulatory measures which have been adopted.

INITIAL ADOPTION OF LAND PROTECTION ORDINANCE

The Comprehensive Plan was initially adopted in 1998 and a valid land use protection ordinance and subdivision regulation, as well as other land development tools, were implemented to bring about the realization of the 1998 plan’s recommendations.

To insure proper maintenance and subsequent implementation of the Marion Zoning Ordinance, it is recommended that the Planning Commission carry out the following process. The Marion Zoning Ordinance text should be reviewed and used as a tool to implement the 2006 Comprehensive Plan’s updated Land Use Plan.

FUTURE ZONING AMENDMENTS

This section describes the process of how to use this plan for land protection map amendment decisions and private development guidance.

Future Land Use Map vs. Zoning Map

The future land use maps and text found in Chapter VI provides a proposed arrangement of future development based on current needs and trends. The graphic presentation found in the City of Marion’s Future Land Use Map and the text proposals present an optimal plan but are not legally binding. The legally binding instrument, which defines where land uses can and cannot be located within the city, is indicated on the official City of Marion Zoning Map. It is the zoning map that an individual must first consult when deciding how to develop property. If the intended use is not permitted in the designated zone on the map, the individual may apply for a map amendment. The future land use map comes into use in the evaluation of a zoning map amendment request. An application to the City Hall begins the map amendment process. Once received, the proposal must go through two (2) review stages including the Planning Commission and the City Council.

Planning Commission Consideration

After receiving a zone change request, the Planning Commission reviews the proposal for consistency with the Comprehensive Plan's Future Land Use Plan Map. In addition, it is checked against the Land Use Policies adopted in the land use plan. The Land Use Policies insure that all proposals meet minimal community standards for new construction. These guidelines are consistent with the expressed goals and objectives found in the Plan and serve to protect the larger community from long-term adverse impacts.

Kentucky law specifically details the framework for the zone change process. The following is an excerpt from KRS 100.213, which states the findings necessary for a zoning map amendment:

- 1) *Before any map amendment is granted, the planning commission or the legislative body or the fiscal court must find that the map amendment is in agreement with the adopted Comprehensive Plan, or, in the absence of such a finding, that one (1) or more of the following apply and such finding must be recorded in the minutes and records of the planning commission or the legislative body or fiscal court:*
 - (a) *That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate; or*
 - (b) *That there have been major changes of an economic, physical or social nature within the area involved which were not anticipated in the adopted Comprehensive Plan and which have substantially altered the basic character of such area.*
- 2) *The planning commission, legislative body or fiscal court may adopt provisions which prohibit for a period of two (2) years, the reconsideration of a denied map amendment or the consideration of a map amendment identical to the denied map amendment.*

In zoning amendment requests, the planning commission's power is largely advisory. Together as a body, the planning commission recommends approval or denial of the proposed zone change to the legislative body. Though it has only advisory status, this is not to say that the planning commission does not exert significant influence over the development of the community. In Kentucky, the planning commission has sole responsibility to adopt the Comprehensive Plan. The Comprehensive Plan provides the basis for not only zone change decisions but entire zoning ordinances and subdivision regulations. Thus, a great deal of Planning Commission authority is exercised through the Comprehensive Plan. In addition, the Planning Commission deals regularly with development questions; and city councils generally place significant weight on their recommendations.

Local Legislative Authority

The authority to pass ordinances regulating activities within the city or county boundaries rests with the appropriate legislative body. Because the land protection map is a part of the land protection ordinance, the legislative body must approve any change to the map. In this respect, zoning map changes are like any other changes to local ordinances. All map amendment requests require legislative body action to become legal. This is the final action of the city council in the map amendment process. Approved map amendments need to be detailed on the official zoning map.

Other Planning Programs

The city also can implement community development objectives with special programs and projects like *Renaissance Kentucky*, which involves grant funds to revitalize downtowns. A Historic Preservation Ordinance should be another part of preserving downtown Marion.

GOVERNMENT ACTION IN THE PUBLIC INTEREST

The Marion Planning Commission and the Marion City Council must be aware of their responsibilities to insure minimum quality of private development in order to protect the public interest. Each of the following should be viewed in light of the community plan proposals contained in this Comprehensive Plan.

Subdivision Regulations

Subdivision regulations are intended to ensure the following:

- That clear legal records of land transfers are created and maintained;
- Permit land owners to describe properties;
- Require minimum design standards (for lots, streets, etc.) be observed;
- Require that on-site improvements (i.e., improvements on the property being subdivided) are adequate and provided;
- Ensure that continuity in public facilities between adjoining developments or tracts is provided.
- Provide quality control for the public improvements constructed by private developers; and
- Ensure that the land subdivision and development pattern is in harmony with the local general plan.

Zoning Regulations

Zoning is intended to control land and building activities in a manner that will enhance orderly and compatible urban development throughout the community. This form of regulation is primarily designed to establish the relationship and density of various land uses. It can also establish minimum standards for urban design which will aid in preserving the rural village character of Marion. In existing developed areas, zoning is intended to avoid disruptive land use patterns by preventing one property from generating external effects that are detrimental to other neighborhood properties. In undeveloped areas, zoning serves as a guide for new land use patterns. Marion presently has zoning regulations.

Public Improvement Specifications

These specifications describe standards for construction materials, the construction of streets, sidewalks, curbs and gutters, sewers and drainage facilities. They also include standards for the removal and replacement of existing facilities and standards for seeding and sodding of disturbed ground.

Building and Environmental Codes

There are a variety of building, environmental, and life safety codes that the city may adopt. All of these codes are intended to protect the general welfare by establishing minimum standards for construction or property maintenance. Examples of these codes are the plumbing, building, electrical and housing. Environmental codes, such as air, water, ground pollution and noise are designed to protect the quality of the natural environment. Marion currently issues building permits, but does not enforce one and two family building code regulations. The Kentucky plumbing code is enforced by the Housing and Building Cabinet of the State of Kentucky. The Pennyroyal RECC currently inspects all new electrical work within Marion Planning Area. Statewide, the Kentucky Building Code has been adopted for multifamily residential and all commercial, industrial and institutional buildings. The Kentucky Cabinet for Natural Resources and Environmental Protection administers the air quality code for the region containing Marion and its planning area.

Community Development

Community development programs combine grants, loans, and urban renewal authority as granted through the Kentucky Revised Statutes, to permit revitalization of substandard elements in specific neighborhoods, of Marion. By the removal or rehabilitation of undesirable features that are causing the remaining neighborhood assets to deteriorate in value, the city of Marion can continually affect the redevelopment of itself. A Neighborhood Redevelopment Task Force should be developed to address revitalizing older residential neighborhoods in Marion.

Historic Preservation Programs

Historic preservation programs are intended to preserve the sites, building, or areas that contribute to the local cultural heritage. They include: Surveys of historic sites, buildings, and areas; actions to designate a historic site, building, or district historic resources in the National Register, the State Register, or the local register of Historic Places, and the preparation, adoption, and enforcement of design standards intended to protect the basic character of historic sites, buildings, or areas.

Exhibit 7 **Water Line Size and Service Area** **City of Marion, Kentucky**

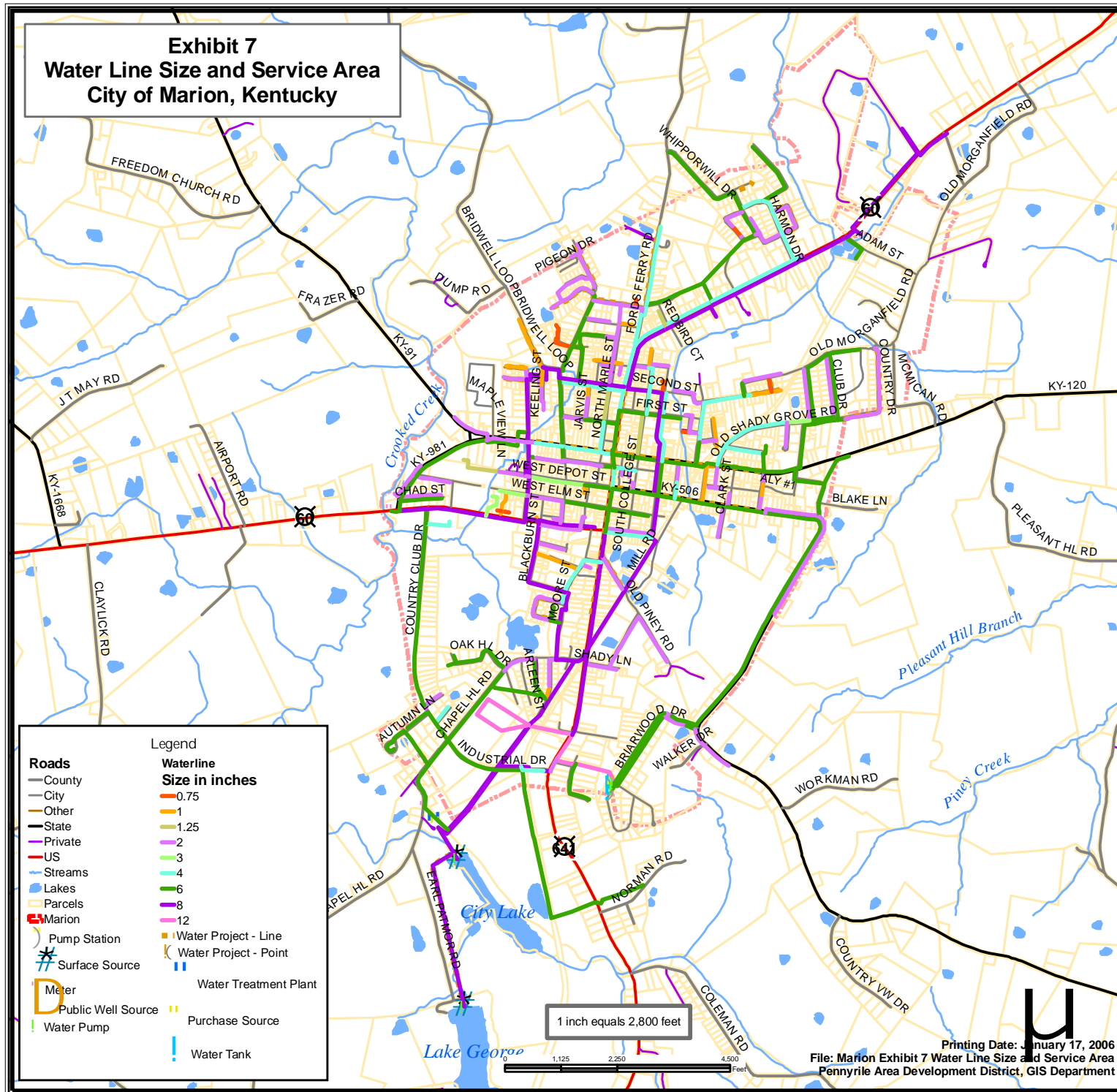


Exhibit 5 **Future Land Use Plan** **for the Area Around the** **City of Marion, Kentucky**

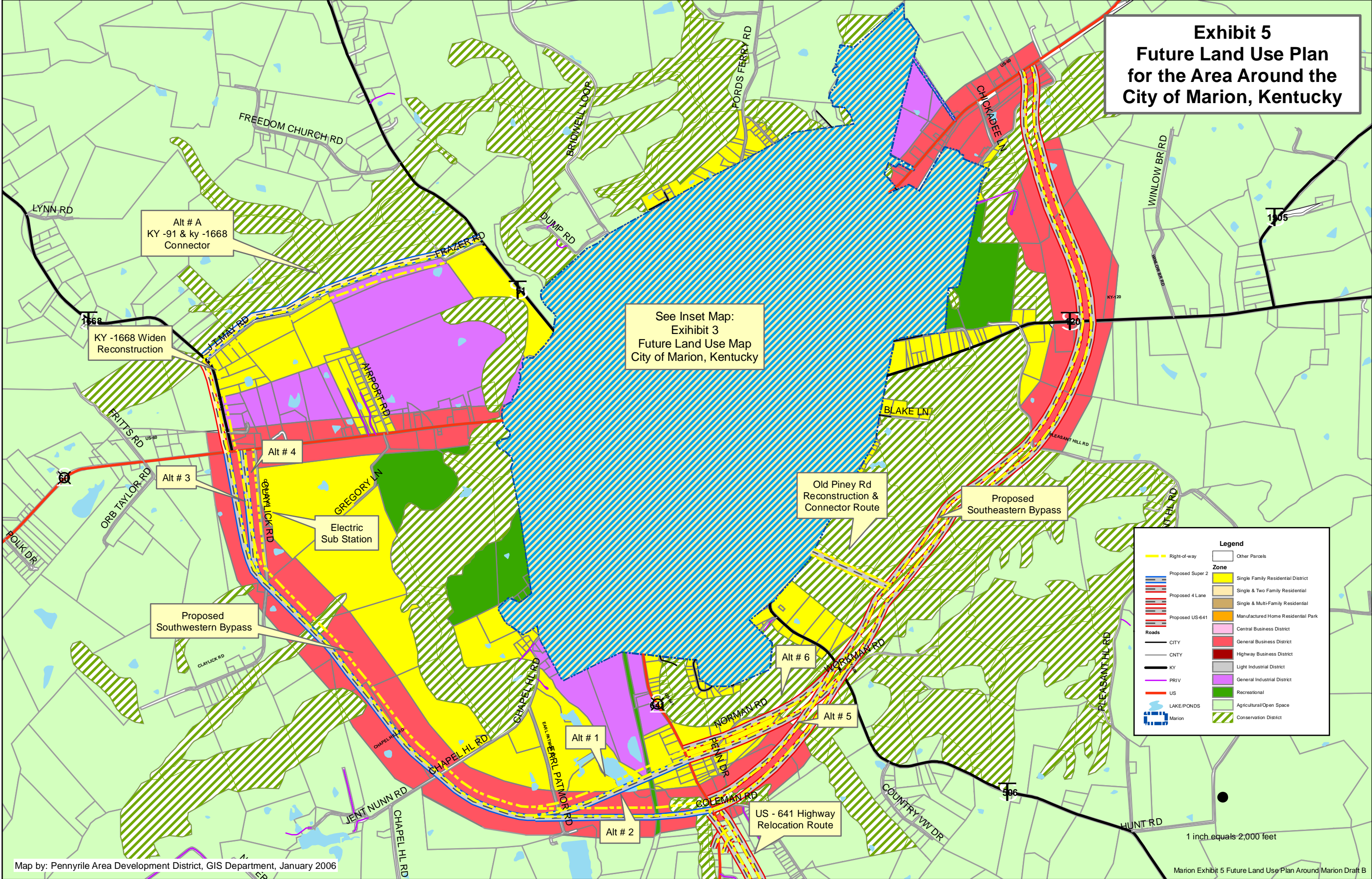


Exhibit 6 **Sewer Line Size and Service Area** **City of Marion, Kentucky**

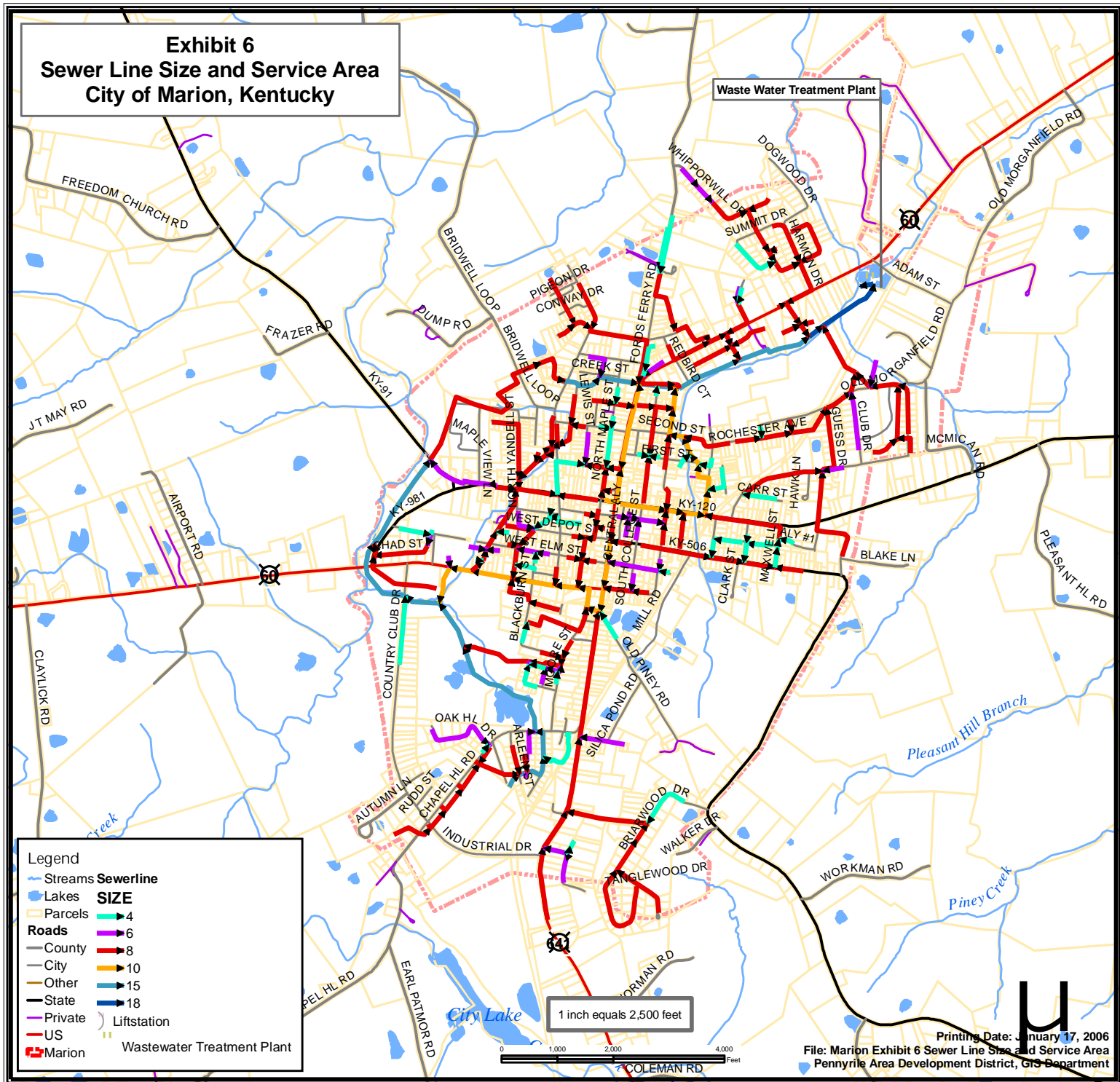


Exhibit 8
Proposed Bypass and
Connector Routes Around the
City of Marion, Kentucky

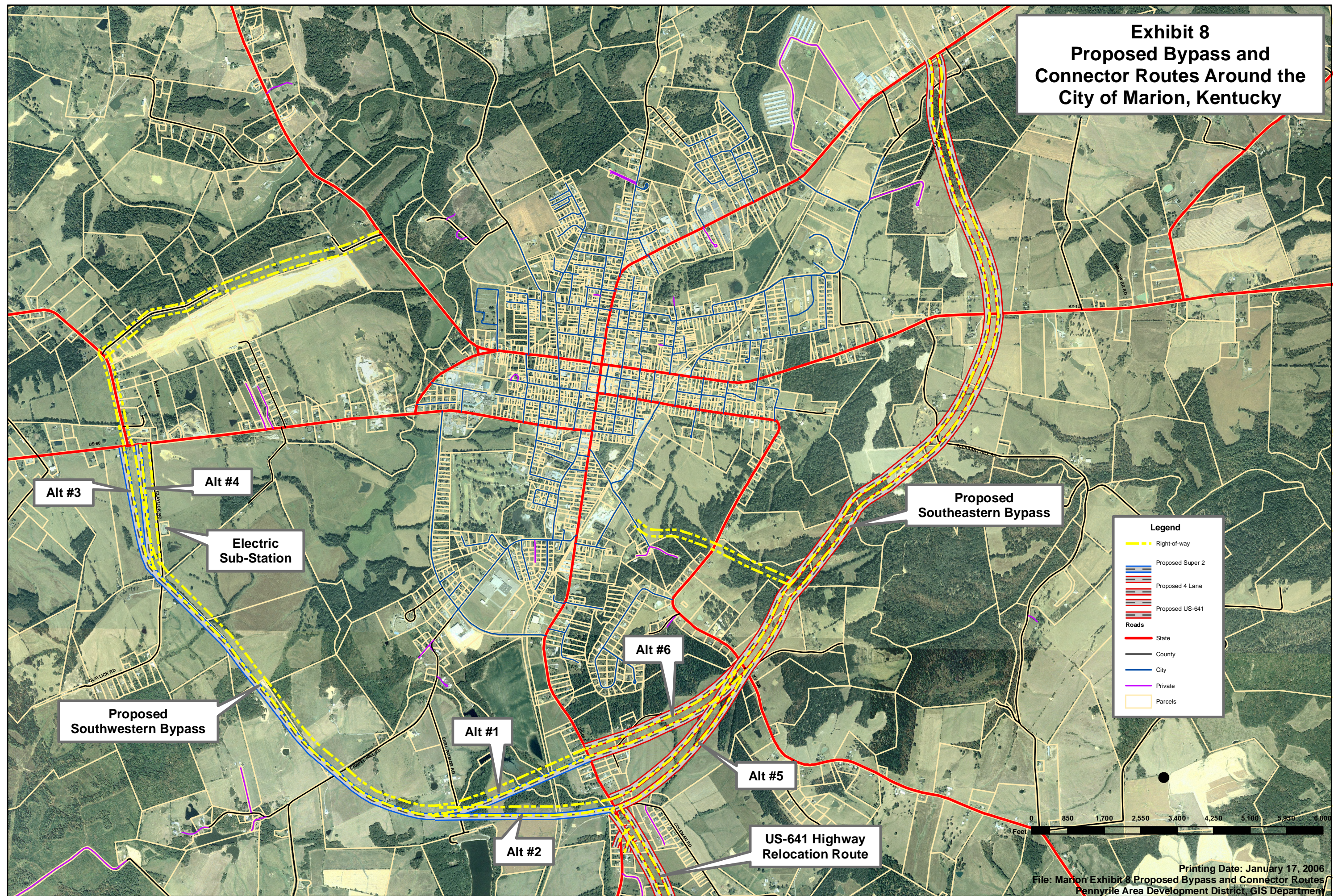
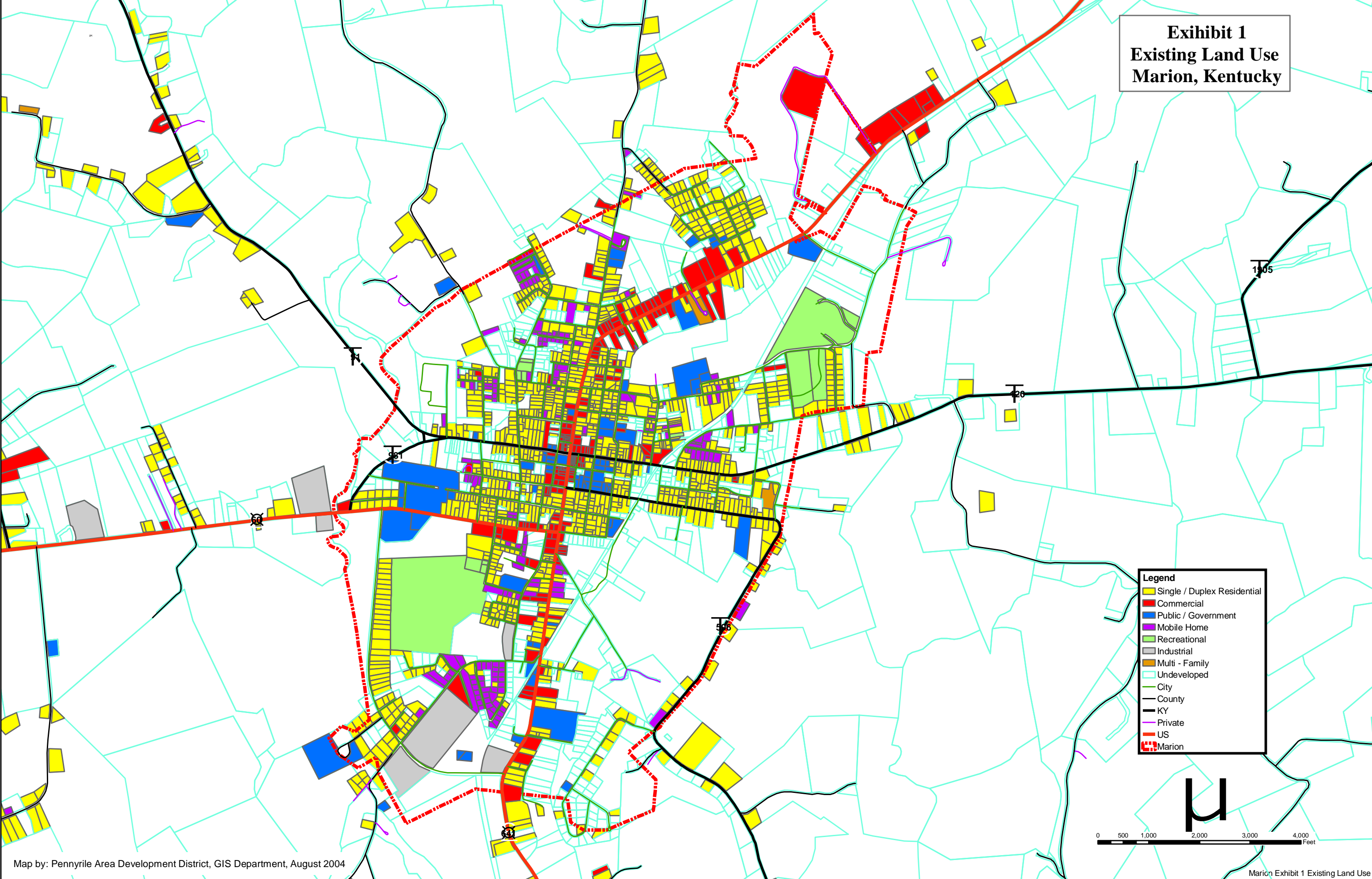
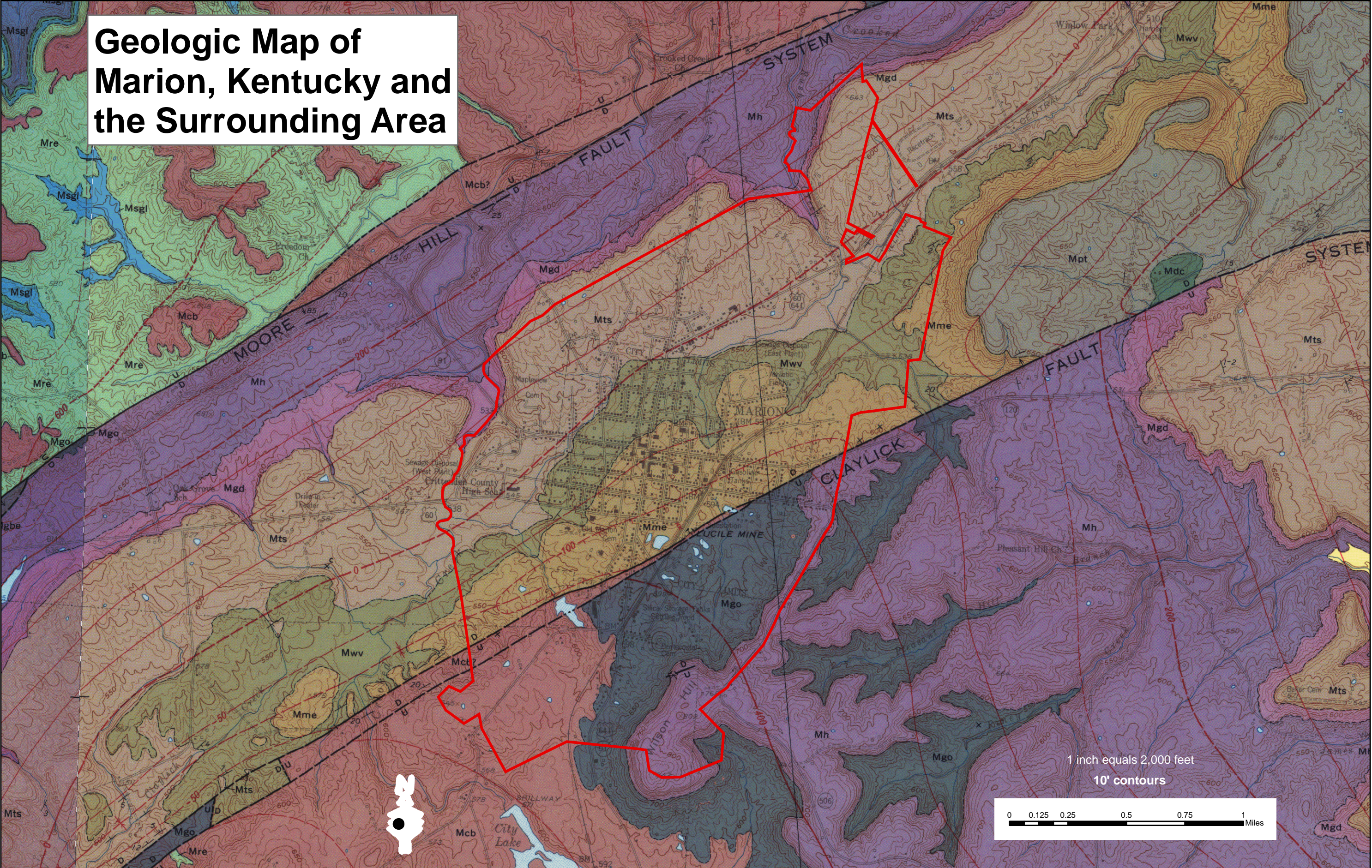


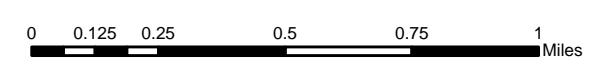
Exhibit 1
Existing Land Use
Marion, Kentucky



Geologic Map of Marion, Kentucky and the Surrounding Area



1 inch equals 2,000 feet
10' contours



Topographic Map of Marion, Kentucky and the Surrounding Area

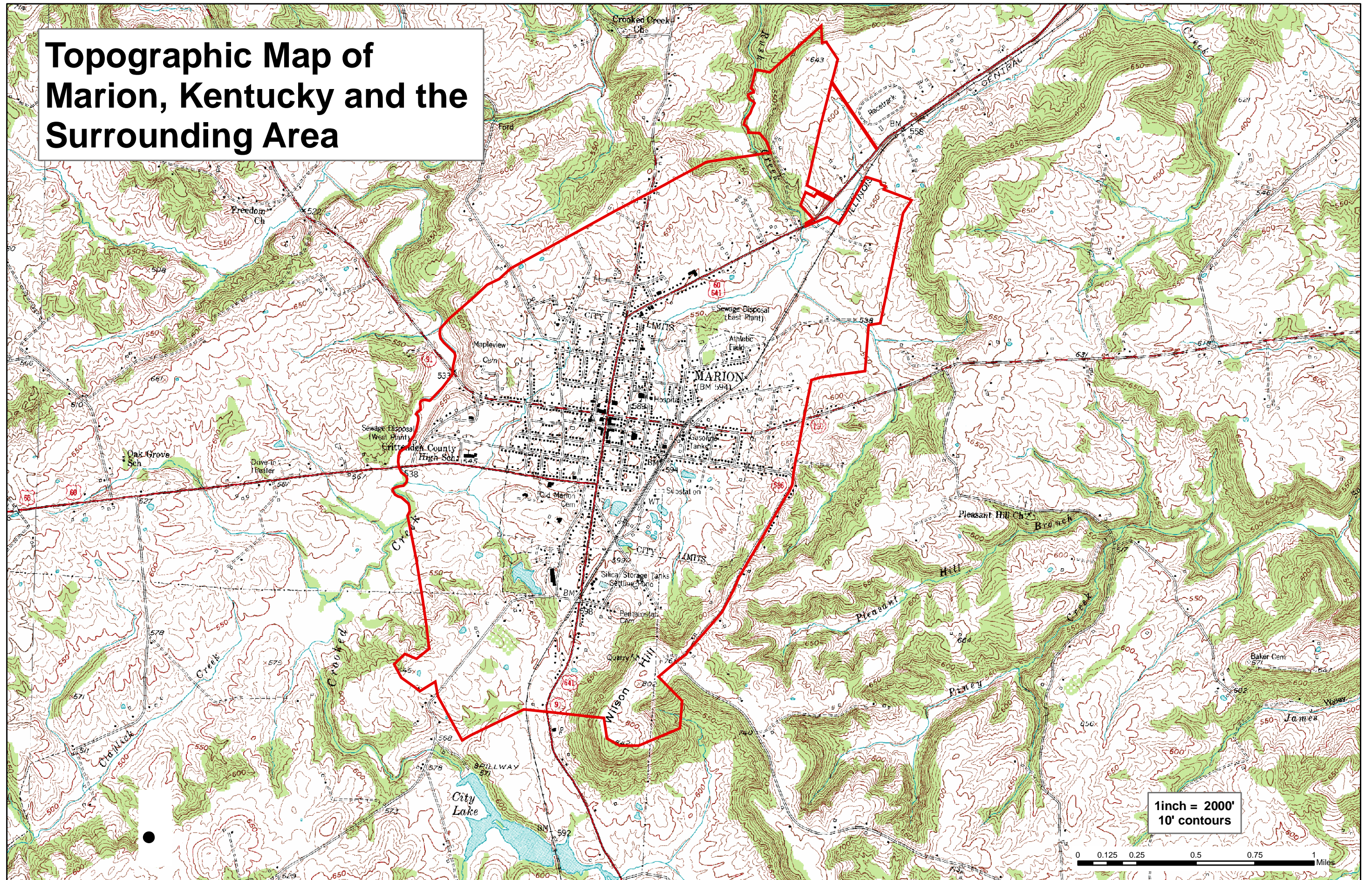


Exhibit 2
Obstacles to Development
Marion, Kentucky

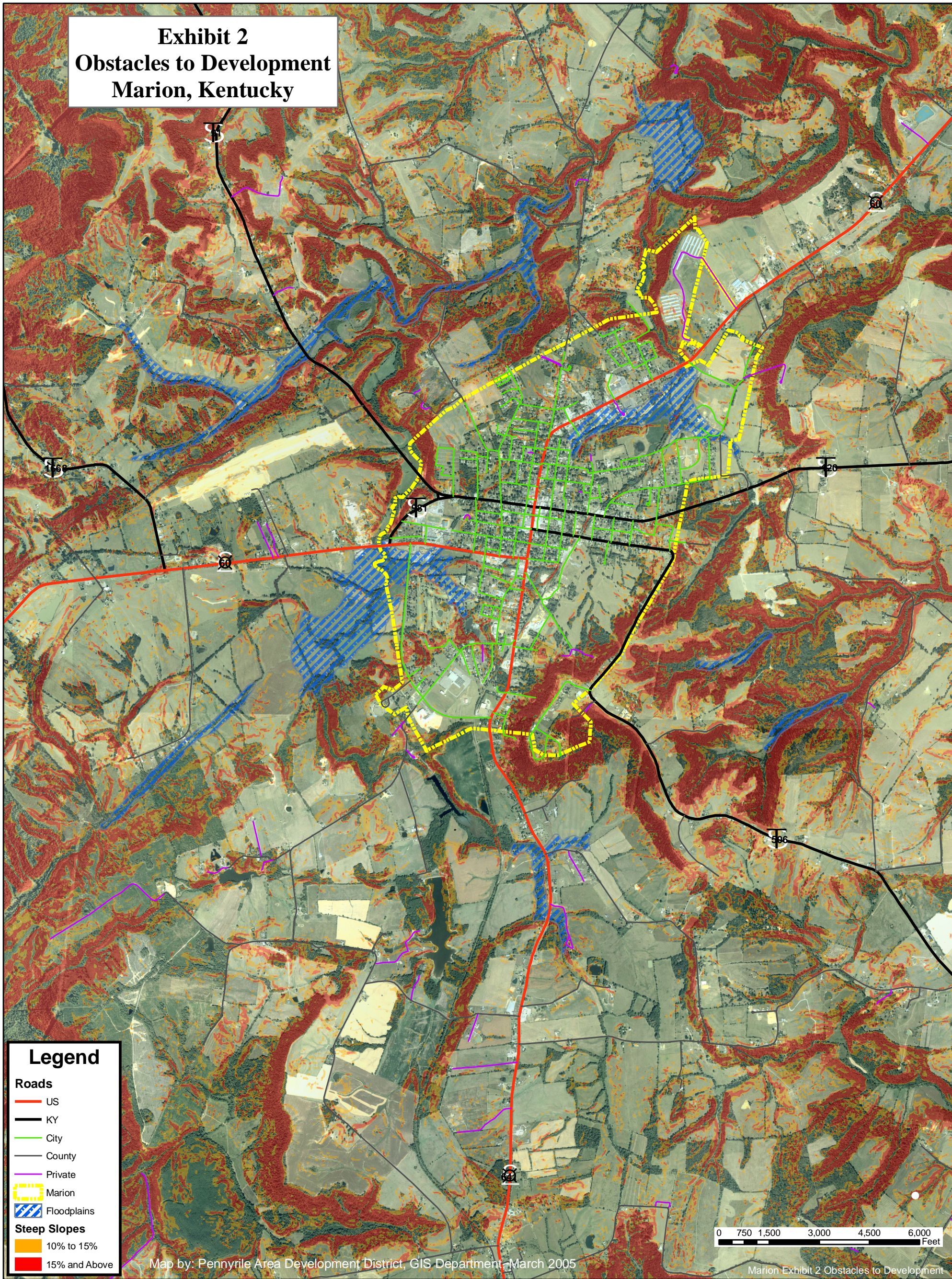


Exhibit 3 Long Range Transportation Plan Marion, Kentucky

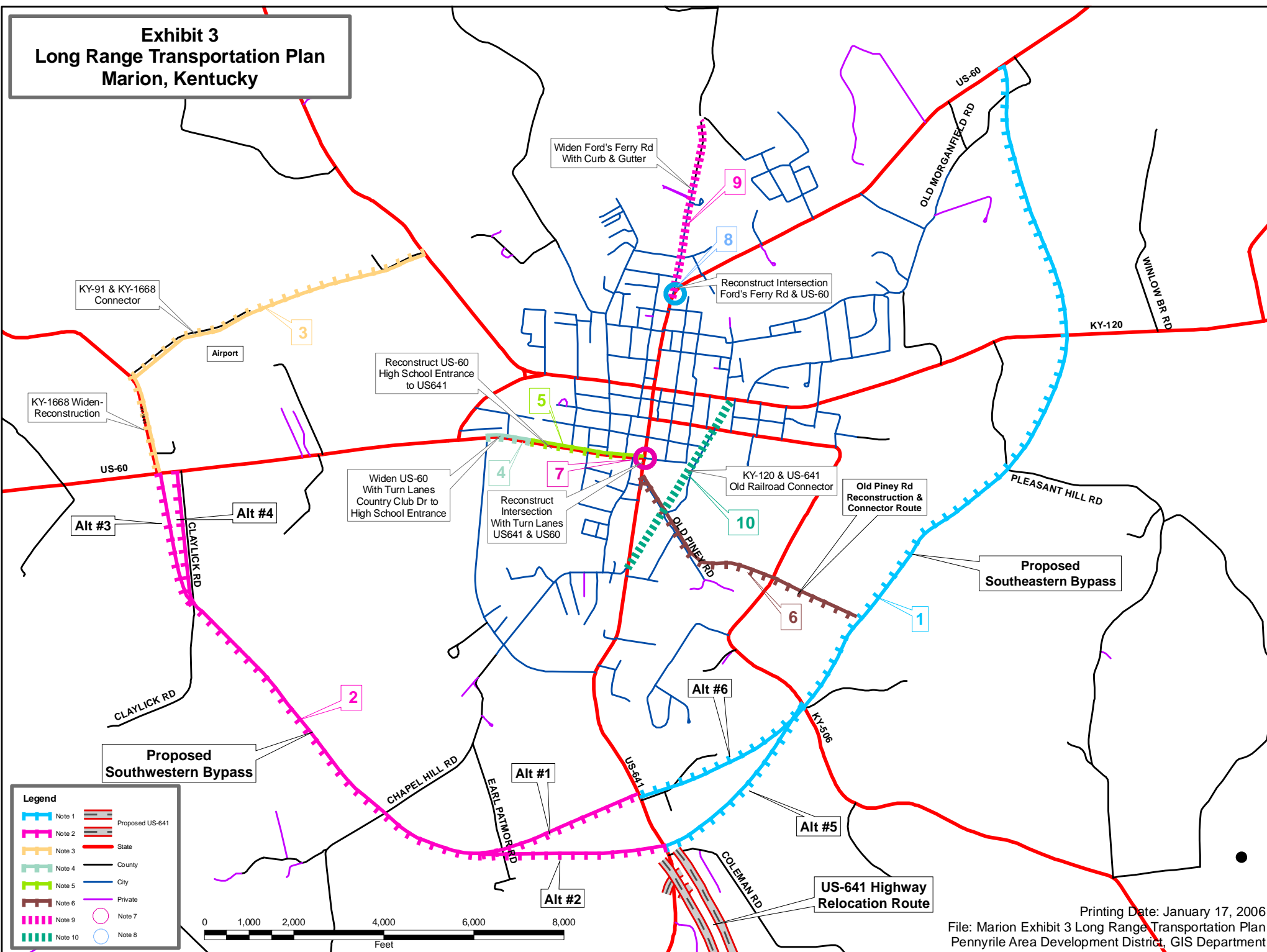


Exhibit 4
Future Land Use Plan
City of Marion, Kentucky

